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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP

Tuesday, February 27, 2007
10:00 a.m. – 12:00 p.m.

SCAG Offices
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Los Angeles, CA 90017
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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jonathan Nadler at 213.236.1884 or nadler@scag.ca.gov

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Doc # 132469

Transportation Conformity Working Group

AGENDA

			PAGE #	TIME
1.0	**CALL TO ORDER**	**Brad McAllister, Metro**		
2.0	**PUBLIC COMMENT PERIOD** **Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.**			
3.0	**CONSENT CALENDAR**			
3.1	Approve Minutes of January 30, 2007 Meeting **Attachment**		**1**	
4.0	**INFORMATION ITEMS**			
4.1	RTP Update	**Naresh Amatya, SCAG**		**5 minutes**
4.2	RTIP Update: Draft 2006 RTIP SAFETEA-LU Administrative Amendment **Attachment**	**John Asuncion, SCAG**	**11**	**20 minutes**
4.3	TCM Update: Caltrans TCM Substitution Report	**Jonathan Nadler, SCAG**		**15 minutes**
4.4	AQMP Update	**SCAQMD**		**5 minutes**
4.5	Review of Qualitative PM Hot Spot Analysis **Attachment**	**TCWG Discussion**	**63**	**15 minutes**
4.6	Review of PM Hot Spot Interagency Review Forms **Attachment**	**TCWG Discussion**	**82**	**45 minutes**

Transportation Conformity Working Group

AGENDA

		PAGE #	TIME
4.7	PM Project Level Screening	**TCWG Discussion**	**5 minutes**
5.0	**CHAIR'S REPORT**		**5 minutes**
6.0	**INFORMATION SHARING**		
6.1	1-hr Ozone Standard Court Decision		
7.0	**ADJOURNMENT**		

The next meeting of the Transportation Conformity Working Group will be on Tuesday, March 27, 2007 at the SCAG office in downtown Los Angeles.

3.1 MINUTES OF JANUARY 30, 2007 MEETING

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

January 30, 2007
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION CONFORMITY WORKING GROUP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Conformity Working Group held its meeting at the SCAG office in Los Angeles.

In Attendance:

Naresh Amatya	SCAG
Rosemary Ayala	SCAG
Jennifer Bergener	OCTA
Mike Brady	Caltrans Headquarters
Vicente Cordero	LADOT
Keith Cooper	Jones & Stokes
Sheryll Del Rosario	SCAG
Dan Duncan	City of Santa Clarita
Hoon Hahn	City of Santa Clarita
Kathy Higgins	SCAQMD
Lori Huddleston	LA MTA
Shawn Kuk	SCAG
Philip Law	SCAG
Ken Lobeck	RCTC
Rich Macias	SCAG
Betty Mann	SCAG
Rich Macias	SCAG
Jennifer Martinez	EDAW
Stephanie Masuda	LADOT
Shirley Medina	RCTC
Brad McAllister	MTA
Paul Meshkin	LADOT
Jonathan Nadler	SCAG
Lisa Ochsner	L.A. City
Lisa Poe	SANBAG
Eyvonne Sells	AQMD
Arnie Sherwood	ITS Berkley/SCAG
Carla Walecka	TCA
Frank Wen	SCAG
LeeAnn Williams	Caltrans District 7

TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

January 30, 2007
Minutes

Via Teleconference:

Arman Behtash	Caltrans District 12
Ben Cacatian	Ventura County APCD
Maria Cadez	IBF Consulting
Nina Chanden	Caltrans District 8
Everett Evans	Caltrans District 12
Andrew Ewing	Caltrans District 7
Paul Fagan	Caltrans District 8
Edison Jeffrey	Caltrans District 8
Sandy Johnson	Caltrans District 11
Ilene Gallo	Caltrans Headquarters
Tony Louka	Caltrans District 8
Ken Lobeck	RCTC
Jean Mazur	FHWA
Dennis Wade	CARB
Andrew Yoon	Caltrans District 7

1.0 CALL TO ORDER

The Honorable Jennifer Bergener, Chair, called the meeting to order at 10:05 a.m.

Chair Bergener announced that her term as Chairperson has concluded and Brad McAllister, Metro, will be the new Chairperson. Mr. McAllister introduced himself and thanked Ms. Bergener for a successful term.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONSENT CALENDAR

3.1 Approval Item

3.1.1 Approve November 28, 2006 Meeting Minutes

Eyvonne Sells, AQMD, recommended that the minutes be more reflective of the issues being raised by each agency and the resolution to the issues, in addition to the technical information being presented.

Jonathan Nadler, SCAG, responded that while staff does its best to summarize the issues and any resolutions that arise during the TCWG meetings, there is often discussion on an issue with no resolution and the item is discussed again at the next meeting. Nevertheless, staff will make a greater effort to ensure the minutes reflect the substantive discussions of the group.

MOTION was made to APPROVE the minutes.
MOTION was SECONDED and UNANIMOUSLY APPROVED.

4.0 INFORMATION ITEMS

4.1 RTIP Update

Rosemary Ayala, SCAG, stated that there were several things happening in the RTIP section. There is a formal amendment out for a 30-day public review. The review ends today. Staff will transmit the amendment at the end of the week to the State and FHWA for their review and approval. Staff is also working on the SAFETEA-LU gap analysis for the RTIP and will bring it to the TCWG in February. The goal is to have the analysis to the Federal Agencies in May. The region is also working on an amendment for the Corridor Mobility Improvement Account (CMIA) projects. The next amendment will have to include the CMIA projects or the Bond 1B projects and the 2006 STIP augmentation projects. The FHWA has requested that they receive this amendment on June 1. SCAG and the CTCs met and agreed on a draft amendment schedule.

The amendment that may be problematic is the 2006 STIP Amendment that has not been approved by the CTCs until June 7. The federal agencies

requested the amendment to be submitted by June 1, in order to have sufficient review time and have it approved by July 1 so the regions are not stuck in a lock-down because of SAFETEA-LU compliance. March 2 is the due date from the commissions to SCAG. The target date for the start of the 30-day public review is April 5. The review would end May 24 which would get the amendment back to FHWA staff by June 1. Caltrans has requested that when the public review commences a copy of the amendment also be sent to their agency so they can start reviewing and get back with any questions prior to June 1.

Amendment 3 is still under review. CMIA Projects, potential STIP augmentations projects, and the Scope will have to be amended into the RTP, as well. There is a process underway to accommodate those. The regional emissions analysis for both the STIP and RTP will be a combined effort. Staff is still working on how the analysis is going to be circulated.

4.2 RTP Update

Shawn Kuk, SCAG, reminded the TCWG that the RTP Gap Analysis for the 2004 RTP is looking at the SAFETEA-LU compliance date of July 1, 2007. The Gap Analysis work is almost complete. The draft Gap Analysis was submitted to the FHWA in November for review. Staff has currently received comments from both the FHWA and Caltrans. The draft was also released for public comments on December 12. The draft was presented to SCAG's Transportation Communications Committee on December 14. Staff is in the process of finalizing the Gap Analysis and addressing the comments. Staff intends to present the final document to the Transportation Communications Committee and Regional Council for adoption on March 1. Subsequently, the analysis will go to the FHWA for certification.

Staff is currently working on terms of determining the base year and base line system performance measures, system gaps and deficiencies, base year performance and base year gaps for the 2007 RTP.

The financing for freight/rail and the finance plan are still in development. Additionally, staff is continuing work on the revenue projections, which is anticipated to be completed by February 2007. The project listing from counties, including new revenue sources, will also be done by February.

Future year performance and future year gaps will be established between February and April.

The 2004 RTP was last amended on July 27, 2006. The new amendment, which will include the CMIA projects, is currently being drafted. Staff sent a letter to all region CTC's and the district Caltrans offices in December and are receiving requests for the amendment

4.3 TCM Update

Jonathan Nadler, SCAG, stated that the TCWG has had numerous discussions on the Caltrans TCM substitution regarding moving from a full-time HOV to a part-time HOV on an 8-mile segment of SR-60. The segment would begin just east of SR-60 and I-215 junction and continue to Redlands Boulevard. It is the last link of an HOV; thereafter it is not an HOV. The conversion will last for a period of three years, after such time, it will revert back to a full-time HOV. The emissions analysis reported a shortfall of pollutants by tenths of tons. Therefore, some replacement projects need to be considered. RCTC has submitted five projects, which include:

- Commuter rail station parking structure in Corona
- A park and ride facility in Perris
- Freeway service patrol expansions
- Elimination of stop signs
- Coordination of traffic signals

The public comment period is still open, ending February 9, 2007.

Eyvonne Sells, SCAQMD, questioned whether the information presented to the TCWG, including a revised staff report and a detailed emissions analysis from RCTC for the five substitution projects, is new information such that the comment period will be extended another 30 days.

Mr. Nadler responded that the TCM substitution report has been updated in response to public comment and was presented to the TCWG once available rather than the standard procedure of providing a final report after the close of the public comment period.

Ms. Sells stated that she believed additional review time was warranted. Since SCAQMD is a responsible agency for ensuring SIP emission reductions are accounted for when TCMs are substituted, Ms. Sells must be able to adequately apprise SCAQMD management of the appropriateness of the proposed TCM substitution.

Mr. Nadler agreed to consider the request, but questioned whether the nine days remaining in the comment period was not sufficient. Mr. Nadler pointed out that regulatory agencies, including SCAQMD, generally do not re-start a public comment period based on changes made to a proposal as a result of comments received. Mr. Nadler acknowledged the importance of procedure and reminded the TCWG of the lengthy discussions and reviews of this particular proposal, both as part of the regular TCWG meetings as well as sub-group meetings. To put the proposal in perspective, Mr. Nadler mentioned that we are talking about tenths of a ton in this discussion and hundreds of tons during our AQMP discussions. Mr. Nadler also pointed out that the proposal is a temporary TCM modification and the substitute TCMs are not, and the proposal in total would result in a net air quality benefit.

4.4 AQMP Update

Eyvonne Sells, SCAQMD, reported that the draft 2007 South Coast AQMP is scheduled to be released by February 16, 2007. The public workshops are being scheduled for March and the public hearings are scheduled for April. Frank Wen, SCAG, provided an overview and update of the socioeconomic data used for the 2007 AQMP. The data are those used for the 2004 Regional Transportation Plan (RTP) as updated by new information which has become available since 2004. Mr. Wen walked the group through the 2007 RTP Integrated Growth Forecasting process to document how the socioeconomic data is updated to account for new information. The socioeconomic data developed from this process is used for a number of planning efforts, including the Regional Transportation Plan, the Regional Housing Needs Assessment, and the AQMP. Mr. Wen discussed how the growth forecast basically reflects historical trends, based on reasonable key technical assumptions, and existing and newly approved local/regional projects.

Jean Mazur, FHWA, asked for clarification about the timing of the Compass Blueprint and RTP private investment policy components in the forecast.. Mr. Wen stated that the forecast are based historical data up to 2015 at which time these two policy components are factored into the forecast. Previous planning efforts had assumed a 2010 start date for these policy components. Ms. Mazur also asked if the growth scenarios will be a redistribution of housing. Mr. Wen clarified that it will be based on housing, employment, and population. Additionally, Ms. Mazur asked if there was formal documentation available of the forecasting process. Mr. Wen confirmed that all meeting materials and comments received from technical groups and public outreach efforts are formally documented.

Jonathan Nadler, SCAG, commented on the relationship of the on-going growth forecast process relative to the growth forecast used in developing the 2007 AQMP, which sets the conformity emission budgets for the non-attainment areas of the region. Mr. Nadler discussed how Mr. Wen's staff developed socioeconomic data forecasts based on the latest best available data and on their understanding of the data forthcoming through the on-going Integrated Growth Forecast/Regional Housing Needs Assessment (RHNA) process. The challenge lies in reconciling the growth forecast data used to develop the emission budgets in the AQMP with the data which will be used for the 2007 RTP. Arnie Sherwood, ITS Berkley/SCAG, pointed out that since the AQMP process and the setting of the emission budgets occurs before the next RTP update cycle, there needs to be a process to resolve any discrepancies if the on-going growth forecast process alters socioeconomic data and causes the RTP to have different forecast data and emissions profile than the AQMP.

Carla Walecka, Transportation Corridor Agencies, asked if the housing numbers contained in the 2007 RTP Integrated Growth Forecasting are the same as those included in the recently released RHNA estimates. Mr. Wen pointed out that there is a difference between household versus housing, and that the RTP transportation modeling uses households. He also discussed that relative to the local input received as part of the RHNA process, population and employment is generally in line with the data set used for the AQMP whereas the household forecast in Orange County is higher; however, a decline in households in Los Angeles County generally offsets this on a regional basis.

In response to a request for certain items to be discussed at the TCWG, Mr. Nadler explained how emission reductions associated with the RTP, the TCMs, and Compass were calculated for the draft AQMP. For the TCM modeling exercise, socioeconomic data variables were held constant and the transportation network was modified to account for the TCMs. To estimate the benefits of Compass, the transportation network was held constant and socioeconomic data associated with Compass was modified between baseline and project conditions. Mr. Sherwood noted that the TCMs benefits will be smaller than what they have been historically. This is due to the fact that the TCMs were generally scheduled for attaining the 1-hour ozone standard in 2010 and thus are mostly complete and have become part of the baseline.

In terms of a question regarding the emission precursors for PM2.5, Mr. Nadler discussed that the SCAQMD has identified the pollutants of concern as SOx being the greatest driver for PM2.5, followed by direct PM2.5, then NOx, then VOC. The control strategy is geared to SOx reductions, especially from ocean-going vessels, as this pollutant is the greatest contributor to PM2.5 concentrations.

Another question was posed whether the annual or 24-hour PM2.5 standard is more restrictive. Mr. Nadler indicated that the annual is more restrictive.

Mr. Nadler then presented an overview of the on-going technical and policy issues surrounding the 2007 South Coast AQMP. These include a "blip" in the vehicles miles traveled (VMT) data for the year 2005 in CARB's emission factor model (EMFAC2007) relative to SCAG data, differences between SCAQMD and CARB over what controls are necessary and feasible to achieve the PM2.5 standards by 2015, and whether or not to bifurcate the ozone and PM2.5 plans (the federally required submittal dates are June 2007 and April 2008, respectively). These items are likely to be discussed in a policy paper to be released by the SCAQMD in the near future.

Ms. Sells requested that we place on the next agenda a discussion of the court decision for the 8-hour ozone standard.

4.5 Review of PM Hot Spot Interagency Review Forms

The TCWG considered four interagency review forms to determine whether the projects were of air quality concern and required a qualitative PM Hot Spot analysis. The review concluded the following:

RIV050201:	Not a POAQC – hot spot analysis not required
LA996425:	Not a POAQC – hot spot analysis not required
LA0B103:	Pending further discussion with EPA
OR2587:	Not a POAQC – hot spot analysis not required

5.0 CHAIR'S REPORT

No new items to report.

6.0 INFORMATION SHARING

Mr. Nadler gave a brief overview of the court case referenced by Ms. Sells. The SCAQMD entered into a lawsuit with USEPA in regard to the revocation of the 1-hour ozone standard. The court decided that USEPA has the authority to revoke the 1-hour standard and replace it with an 8-hour standard, but that there are certain controls being implemented under the 1-hour standard that cannot be dropped, including emission budgets, since this would constitute "backsliding." SCAG staff has initiated conversation with USEPA and SCAQMD to determine the implications of the court decisions, including whether we need to meet the 1-hour emission budgets and redo the 1-hour attainment demonstration.

Mr. Nadler also indicated that he would attempt to provide additional time to review the proposed Caltrans TCM substitution project.

7.0 ADJOURNMENT

The Honorable Brad McAllister adjourned the meeting at 12:00 p.m.

The next Transportation Conformity Working Group meeting will be held on Tuesday, February 27, 2007 at the SCAG office in Los Angeles.

4.2 RTIP UPDATE: DRAFT SAFETEA-LU ADMINISTRATIVE AMENDMENT

REPORT

DATE: February 20, 2007

TO: Transportation Conformity Working Group

FROM: John Asuncion

SUBJECT: Draft Administrative Amendment to the 2006 Regional Transportation Improvement Program (RTIP) per SAFETEA-LU

The RTIP is required to be compliant with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for users (SAFETEA-LU) by July 1, 2007. Should the RTIP fail to meet SAFETEA-LU requirements by July 1, 2007, there will be amendment restrictions to the RTIP which will lead to delays in project delivery. In response to these concerns, to ensure compliance with the SAFETEA-LU requirements by the statutory deadline of July 1, 2007 a Gap Analysis was deemed necessary so that the RTIP Amendment process may continue without disruption. This Gap Analysis is presented as an "Administrative Amendment to the 2006 RTIP" and is intended to address any deficiencies in the RTIP to make it compliant with SAFETEA-LU requirements.

The Draft Administrative Amendment includes a summary of the SAFETEA-LU requirements that have already been addressed in the existing 2006 RTIP. These required provisions include:

- Programming Document
- Annual Listing of Projects
- Consultation and Cooperation
- Interested Parties and Participation
- Visualization, Electronic Publication and RTIP Access
- Operating and Maintaining the Existing Transportation System

The attached Draft also discusses the new requirements that are not contained in 2006 RTIP and how these gaps will be addressed to meet SAFETEA-LU regulations:

- Four-Year Programming Document (project report formatting)
- Fiscal Constraint – SCAG Regional Financial Summary (formatting)
- Enhanced Visualization Techniques
- Highway Safety Improvement Program (new)
- Public Participation Plan (new)
- Public Transit Element (new)

The Draft reaffirms the validity of the current 2006 RTIP transportation conformity. There are no changes to the required conformity components of the 2006 RTIP, i.e., changes to financial constraint, timely implementation of transportation control measures (TCMs), the regional emission analysis and the inter-agency consultation/public participation.

This Draft administrative amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP.

Given the nature of the programming process all amendments to the 2006 RTIP since its adoption have demonstrated fiscal constraint to the financial plan. Therefore, the fiscal integrity of the currently approved 2006 RTIP remains valid and intact.

The technical appendices to the Draft also include the following documents for reference:

- FHWA Gap Analysis Matrix
- SCAG's Draft Public Participation Plan
- SCAG Regional Fund Summary
- Expedited Project Selection Procedures

The Administrative Amendment is scheduled to go before the SCAG Transportation Communications Committee (TCC) on March 1, 2007. Staff recommends that the TCC approve the release of the Draft for a 30-day public comment period and adoption by Regional Council subsequent to the conclusion of the comment period.

Upon adoption of the final Administrative Amendment to the 2006 RTIP by the Regional Council, staff will forward it to the FHWA/FTA for certification.

DRAFT

Administrative Amendment

to

2006 Regional Transportation Improvement Program

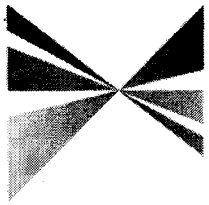
(as amended in March 2007)

In compliance with the Planning Requirements of

Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU)

Enacted on

August 10, 2005



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

March 2007

2006 RTIP Administrative Amendment for SAFETEA-LU Compliance

I. Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) was signed into law by President George W. Bush on August 10, 2005. SAFETEA-LU presents opportunities as well as challenges in strengthening the existing State and Metropolitan Planning Organization (MPO) transportation planning processes. The Southern California Association of Governments (SCAG), as the MPO for six counties in Southern California, supports and embraces the new requirements and clarifications to existing requirements promulgated through SAFETEA-LU. SCAG believes SAFETEA-LU presents a valuable opportunity to fine tune and strengthen its transportation plans and programs as well as associated planning processes.

This document represents an administrative amendment to SCAG's 2006 Regional Transportation Improvement Program (RTIP). The document demonstrates that the 2006 RTIP is in compliance with the planning requirements of the SAFETEA-LU.

SAFETEA-LU extends the RTIP update cycle from two to four years for metropolitan planning areas that are designated as non-attainment or maintenance. The SCAG Regional Council adopted the 2006 RTIP in July 2006 and was federally approved on October 2, 2006.

SAFETEA-LU establishes July 1, 2007 as the deadline by which State as well as MPO plans and programs must comply with the expanded planning requirements. The potential implication of not complying with this statutory deadline is that meaningful amendments to the existing plans and programs may not be allowed until an RTP and Regional Transportation Improvement Program (RTIP) compliant with the provisions of SAFETEA-LU are in place. For a region as large and diverse as SCAG, this gap between the start of the SAFETEA-LU requirements in July 2007, and the projected date of an updated RTP in 2008, will jeopardize timely delivery of projects worth billions of dollars.

SCAG has held numerous discussions with Federal Highway Administration (FHWA) representatives in California as well as Washington, D.C. and with other impacted agencies such as the Ohio Department of Transportation, San Diego Association of Governments and Metropolitan Transportation Commission (MTC) in the Bay Area, to develop a strategy to address these risks.

As a result of these discussions, SCAG concluded that the best approach to meeting the 2007 deadline, while at the same time permitting the 2008 RTP to benefit fully from the Region's ongoing planning studies, was to prepare an administrative amendment to its 2004 RTP and a subsequent administrative amendment to 2006 RTIP to bring them into compliance with SAFETEA-LU. This administrative amendment will, upon approval by FHWA and the Federal

Transit Administration (FTA), bring the 2004 RTP and the 2006 RTIP in compliance with SAFETEA-LU. Once this is achieved, the RTP and RTIP will no longer face the risk of being frozen during the gap period between the 2007 deadline for compliance with SAFETEA-LU and the adoption of a new RTP and RTIP in 2008.

Since SAFETEA-LU became effective, the federal agencies responsible for implementing this bill have issued a number of interim guidance documents. Furthermore, a Notice of Proposed Rule Making related to SAFETEA-LU was issued on June 9, 2006. In preparing this administrative amendment, SCAG staff reviewed and analyzed all of these documents thoroughly, including the SAFETEA-LU bill. Staff also held several meetings with federal representatives at various levels for guidance and clarification purposes and also participated in the analysis conducted by the California Federal Programming Group (CRPG). Based on the review and analysis of all pertinent and available documents related to SAFETEA-LU, SCAG staff prepared a matrix identifying key issues, an assessment of whether or not the 2006 RTIP addressed the issue and any additional actions that would be necessary to ensure compliance of the 2006 RTIP with SAFETEA-LU requirements.

Subsequently, FHWA issued its own "Gap Analysis matrix" that provided guidance to agencies as to how to meet the new SAFETEA-LU requirements. The FHWA matrix formed the basis for the contents of this document and is attached as Appendix A.

In developing this administrative amendment, staff also consulted with FHWA staff, the Transportation Conformity Working Group, to the County Transportation Commissions/IVAG, and the Transportation and Communications Committee (TCC). A draft will be presented to the TCC in March 2007. SCAG's Regional Council is expected to adopt this RTIP administrative amendment and forward it to FHWA/FTA by no later than May 2007 for certification.

Based on the discussions with FHWA and FHWA's Gap Analysis Matrix, the remainder of this document has been organized as follows:

- Section II identifies and discusses SAFETEA-LU requirements that were adequately addressed in the 2006 RTIP
- Section III addresses potential gaps in the 2006 RTIP relative to SAFETEA-LU
- Section IV reaffirms the remainder of the 2006 RTIP, including conformity, and finance plan
- Section V summarizes the conclusions of this administrative amendment

II. SAFETEA-LU Requirements Addressed in the 2006 RTIP

This section identifies and briefly discusses the SAFETEA-LU requirements that are addressed in the 2006 RTIP. The order of the requirements is based on the FHWA Gap Analysis matrixes presented in Appendix A and are as follows:

1. PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III includes a six-year program. In Summer 2006 this program was made available to the public and underwent the public review process.

2. ANNUAL LISTING OF PROJECTS

SAFETEA-LU requires the production of this annual listing with the cooperation of Caltrans and the public transportation operators throughout the SCAG region. Additionally, SAFETEA-LU also requires an additional list which identifies all bicycle/pedestrian projects for which Federal funds were obligated in the preceding year. The listing is available on SCAG's website.

3. CONSULTATION AND COOPERATION

SAFETEA-LU requires consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and Statewide Transportation Improvement Program (STIP. The FHWA Gap Analysis matrix suggests the following potential "closing the gap" step:

- Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change].

The process for developing, updating and approving the Regional Transportation Improvement Program (RTIP) in the SCAG region is consistent with the public participation requirements under SAFETEA-LU. The Public participation process for development and approval of County TIPs and the SCAG RTIP is described in the sections below.

A. RTIP Public Participation Process in the SCAG region

There are several opportunities for the public to view and comment on projects and programs during the development of each county TIP and approval of the SCAG RTIP. These public participation opportunities are described below.

i. Project Identification

Public participation begins at the local agency level starting with identifying projects and associated work scopes based on local and regional transportation needs. Newly identified projects are commonly placed on funding needs lists, funding plans or capital improvement program plans and programs that identify projects to be funded. These lists, plans and programs are adopted by local agency boards (mostly elected officials) in meetings open to the general public. Stakeholders, interest groups and the general public have the opportunity to view and comment on these projects and local plans prior to local agency board approvals.

ii. Project Funding

The general public, interested parties and stakeholders have an opportunity to review and comment on projects and programs during the allocation of funds by local agencies including cities, counties, special districts, county transportation commissions (CTCs) and the Imperial Valley Associated Governments (IVAG).

The process of assigning specific funding sources to projects normally occurs in meetings open to the general public by public policy boards. For example, the CTCs and IVAG in the SCAG region conduct "call for projects" when funding under their control (federal, state and/or local) is available for programming. Local agencies apply and compete for available funding based on adopted eligibility guidelines consistent with federal, state and local county requirements. Candidate projects usually have gone through an initial public review process described in Section 2.A above, and are included in a local agency capital improvement needs programs or plans. The CTCs and IVAG work through their respective committee review process to develop a list of projects recommended for funding and adoption by each respective policy board. CTCs/IVAG review committees are comprised of local agency staff (stakeholders and interested parties), and in some cases include public elected officials. Review committee meetings are publicly noticed. The recommended project lists approved by the committees are forwarded to the respective policy boards for approval. Projects proposed for funding are made available for review by the general public, stakeholders and interested parties in advance of adoption by the CTCs/IVAG policy boards. All allocation of

funds by the policy boards occur in publicly noticed meetings open to the general public.

The allocation of public funds to projects by other entities go through public review processes that are consistent with the federal, state and/or local laws that govern the allocation of the funds.

iii. County TIP Development

The CTCs and IVAG develop their respective TIPs based on RTIP Guidelines written by SCAG in consultation with the CTCs/IVAG and Federal Highway Administration staff. All projects programmed in County TIPs have been previously approved for funding by the entity responsible for allocating the project funds such as described above in Section 2.B. When submitting County TIPs to SCAG, each CTC and IVAG is required to adopt a financial resolution which certifies that it has the resources to fund the projects in the TIP and affirms its commitment to implement all projects. The financial resolution is approved by each policy board in publicly noticed meetings open to the general public.

iv. SCAG RTIP Development

SCAG develops the RTIP for the six-county region based on the County TIPs prepared and submitted by the CTCs and IVAG described above in Section 2.C. A public hearing was held at the SCAG offices for a 30-day public review. Notices of the public hearings were placed in the major newspapers throughout the SCAG region. SCAG conducted additional public outreach efforts through the placement of public notices in minority newspapers such as, but not limited to, Los Angeles Sentinel, La Opinion, El Chicano Newspaper, The Chinese Daily News, and The Korea Times. The Draft SCAG RTIP documents were available for review and comment by stakeholders, interested parties and the general public through the SCAG internet website at http://www.scag.ca.gov/rtip and at public libraries throughout the six-county region prior to the public hearing. In addition to the public hearing held at the SCAG office, SCAG committees and working groups also review and discuss draft RTIPs. These SCAG groups include the Regional Transportation Agencies' Coalition (RTAC), the Transportation and Communications Committee (TCC), the Transportation Conformity Working Group (TCWG), the Energy and Environment Committee (EEC) and the Chief Executive Officers' Committee. The SCAG Regional Council takes final action when they review and adopt the RTIP.

Copies of public notices and legal advertisements for the 2006 RTIP public hearing can be found in Section V of the Final 2006 RTIP Technical Appendix Volume II and III dated July 2006.

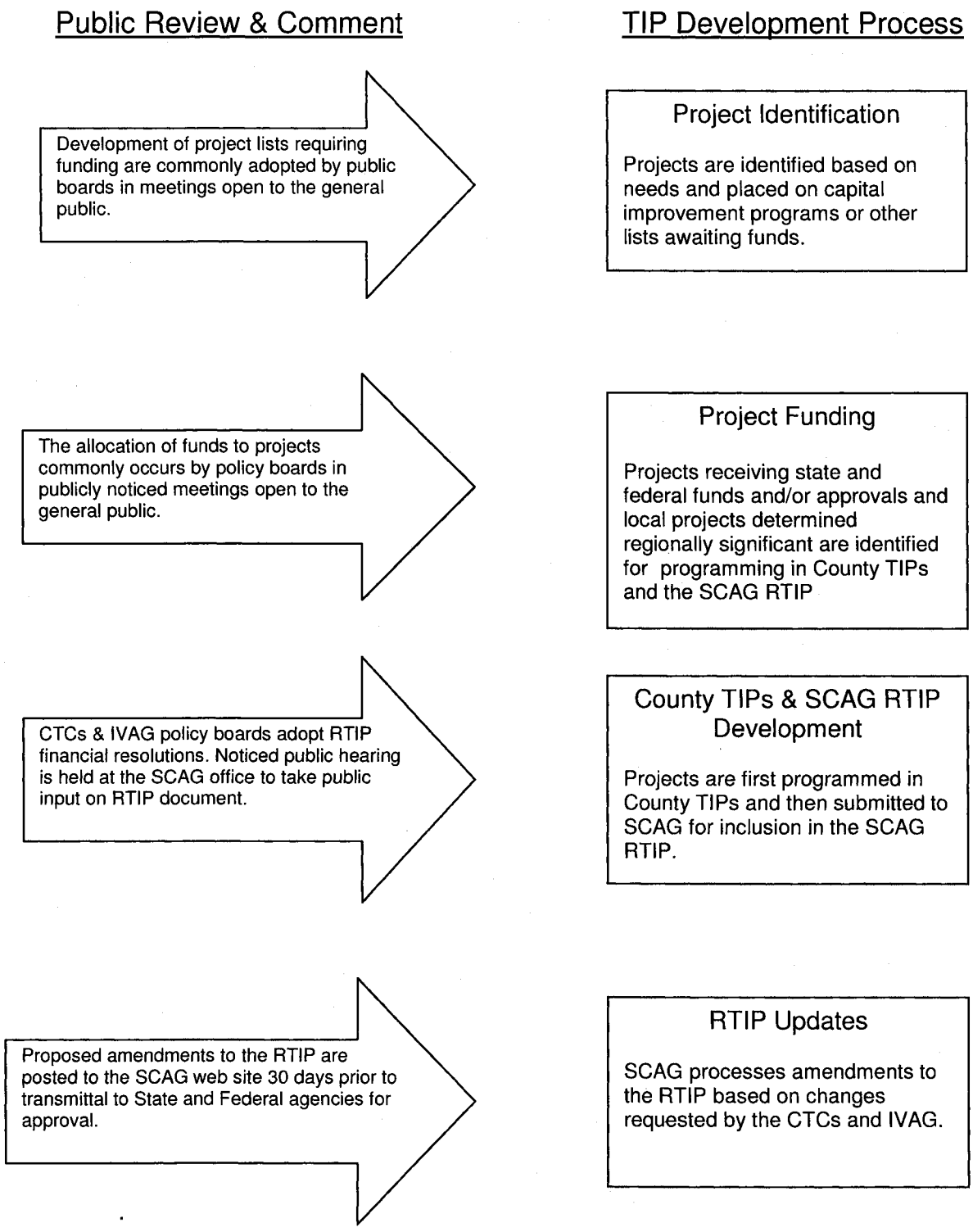
v. SCAG RTIP Updates

Proposed amendments to state and federally-adopted RTIPs are submitted by the CTCs and IVAG to SCAG. After SCAG has completed its analyses of the proposed change(s) to the RTIP to ensure consistency with the various programming rules and regulations, SCAG posts the proposed change(s) electronically for a 30 day public review and comment period on the SCAG website at http://www.scag.ca.gov/rtip. In addition to posting the amendment information on the web, a notice is sent to various stakeholders and interested parties as part of the RTIP amendment public review process.

B. Schematic of the Public Participation Process

The schematic below helps to illustrate when stakeholders, interested parties and the general public have the opportunity to review and comment during the TIP programming development process described above in Section 2.

SCAG RTIP Public Participation Process



4. INTERESTED PARTIES AND PARTICIPATION

The SAFETEA-LU requires that a formal Public Participation Plan be developed in consultation and coordination with the "interested parties" allowing necessary public review prior to final adoption. While a Public Participation plan was not formally adopted for the 2006 RTIP the outreach strategy is discussed in item 3. RTIP Public Participation Process in the SCAG Region as well as the actual documentation in the Technical Appendix Volume II of III of the 2006 RTIP.

Coordination with Tribal Governments

SAFETEA-LU has a special emphasis on involving tribal governments in transportation planning decisions. SCAG has a history of doing more than most MPOs in the nation to ensure the inclusion of Tribal Governments in the decision making process. This section describes SCAG's effort in this arena.

There are 109 federally-recognized Tribal Governments in California, sixteen of which are located in the SCAG Region. Eleven of these Tribes are located in Riverside County, four are located in San Bernardino County and one is in Imperial County.

In recent years, both the federal and state governments have placed increasing importance on the involvement of Tribal Governments in the regional planning process.

As a designated MPO under federal law and as a Regional Transportation Planning Agency (RTPA) under state law, SCAG must ensure that regional transportation plans and programs include a public participation process that involves Native Americans and consultation with federally-recognized Tribal Governments.

SCAG is the nation's largest MPO to take the step of providing the region's federally-recognized Tribal Governments with formal representation on the region's policy-making committees. In November 2002, the SCAG Regional Council adopted a Strategic Plan to set a course for the organization through the first decade of the 21st Century. One of the goals in the Strategic Plan called for establishing a formal role for Native Americans in the regional transportation planning process. SCAG began a series of summit meetings in 2003 with leaders from the respective Tribal Governments and their representatives. The summits were designed to explain SCAG's roles and

responsibilities for the Region, to encourage the Tribal Governments to receive input from the Tribal Governments regarding the 2004 Draft RTP and to identify how the Tribal Governments could participate more effectively in the regional planning process.

In June 2004, SCAG hired a consultant to help facilitate the participation of Tribal Governments in the regional transportation planning process. As a result of the initial summit meetings with the Tribal Governments, SCAG appointed the representatives from two Tribes to SCAG's Maglev Task Force. The September 2003, February 2004 and March 2004 Summits provided the Tribal Governments with opportunities to receive a number of presentations about various SCAG plans and programs. Some of the outcomes that were initiated by SCAG as a result of the Summit meetings with the Tribal Governments included adding them to SCAG policy committee mailing lists and other communications or outreach lists to ensure that Tribal Governments were being informed of regional planning activities. In the late Spring and early Summer of 2005, SCAG convened a number of successive meetings with the Tribal Governments and their staff to further define and develop how the two could work together more effectively.

In June 2005, SCAG established a Tribal Government Relations Task Force to facilitate negotiations regarding the formal participatory framework for the Tribal Governments within the SCAG planning process. The SCAG Tribal Government Relations Task Force subsequently released draft language that documented how the Tribal Governments would participate at SCAG. The Tribal Government Relations Task Force met with the Tribal Governments to present the proposed language and to receive input. Comments from the Tribal Governments were incorporated and forwarded for approval and adoption into SCAG's by-laws.

In May 2006, SCAG's Regional Council voted to revise its by-laws to formally establish a policy-making role for the Tribal Governments in the Region. The by-laws essentially provided a total of seven voting seats on SCAG's various policy committees. The revised by-laws recognized a new Tribal Government Regional Planning Board that would consist of federally-recognized Tribal Governments from within the SCAG region. With this decision, a locally elected member from the Tribal Government Regional Planning Board would also be elected to serve on the SCAG Regional Council and Administration Committee as a full voting member. The purpose of selecting Tribal Government council members that are elected by the Tribes themselves was to ensure their participation as voting members on SCAG's policy committees. In addition, two voting seats were added to each of SCAG's three policy committees.

The efforts to encourage the participation of Tribal Governments in the regional planning process are reflective of SCAG's intention to go beyond the

legal requirements of: (1) public participation; (2) environmental justice and (3) consultation. SCAG recognizes that it is good planning practice and good public policy to communicate with and incorporate comments from all the communities within the Region. In light of the recent urbanization and economic activities experienced on many of the reservations, there is no question that the cooperative efforts of SCAG and the Tribal Governments have become increasingly important. These efforts will lead to new found opportunities for continued collaborative work toward regional solutions.

5. VISUALIZATION, ELECTRONIC PUBLICATION, AND 2006 RTIP ACCESS

SAFETEA-LU public participation requirements stipulate that Transportation Improvement Programs (TIPs) be published or made available for public viewing and comment by stakeholders, interest groups and the general public. The requirements also state that the TIP be made available in electronically accessible formats to the maximum extent possible, and that visualization techniques be employed to depict plans.

The 3 volumes of the 2006 RTIP were made available via the World Wide Web. All of the documents were made available in portable document format (PDF), an electronically accessible format, on the World Wide Web. Public notices included references to the electronic accessibility of RTIP and CDs of the RTIP were produced and distributed.

The latest visualization techniques were utilized in presenting and communicating the 2006 RTIP. Power point presentations were used to the fullest extent possible at committee meetings. Tables, charts, graphs and spreadsheets were also utilized to illustrate financial information.

The 2006 RTIP as well as subsequent amendments remain available on the SCAG website.

6. OPERATING AND MAINTAINING THE EXISTING TRANSPORTATION SYSTEM

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multi-modal transportation system and must protect these investments for current and future generations. In accordance with FHWA/FTA guidance on fiscal constraint requirements, the SCAG addresses system level operation and maintenance needs/costs in addition to capital projects in both the RTP and the RTIP.

This core commitment to operating and maintaining the region's existing transportation system is reflected even during the near term years of the 2006 RTIP, generally implementing the policy and planning goals of the RTP.

Major funding/programming categories for operation and maintenance commitments in the 2006 RTIP are highlighted below.

- **(SHOPP) – State Highway Operation and Protection Program**
  State gas tax revenues are used for operations, maintenance and rehabilitation of the highway system. SHOPP revenues are taken "off the top" before allocations are made for the STIP. The Ten-Year SHOPP plan is developed by Caltrans and provides the framework for the short-term SHOPP. The 2006 SHOPP is reflected in this RTIP.

- **SCAG Regional Arterial System/Local Streets and Roads** – The cost of maintaining the region's arterial network/local streets and roads are incorporated into SCAG's financial analyses for both the RTP and the RTIP. SCAG reviews a number of local pavement management systems and additional arterial network studies conducted by the region's local entities including the county commissions, LACMTA's System Preservation Needs Assessment Study is one example. Additional data is collected from the Assembly of Statistical Reports published annually by Caltrans, and the California State Controller's Reports.

- **Transit Operation and Maintenance** – SCAG reviews operation and maintenance data from the most recent short range transit plans (and strategic plans or long range plans as may be available) for the major transit operators in the region including the following: Omnitrans (San Bernardino County), Riverside Transit Agency and Sunline Transit (Riverside County), South Coast Area Transit (Ventura County), LACMTA (for all LA County operators), and OCTA (Orange County). Data on Imperial County transit programs are collected from Imperial County Public Works. Additionally, annual budgets as well as strategic plans are reviewed for the Southern California Regional Rail Authority—the Region's commuter rail system.

  Costs/Needs analysis for transit operation and maintenance include fixed route services (bus, urban rail, light rail and commuter rail), community shuttle services, paratransit and dial-a-ride services. In addition to operations and maintenance, the SCAG region's transit cost assessments reflected in the 2004 RTP and programmed in the 2006 RTIP, incorporate replacement and rehabilitation needs of transit vehicles for both existing and near-term expansion services. Despite the fiscal challenges in recent years, transit operators in the SCAG region have been able to adequately expand their capital facilities/services while meeting current operations and maintenance functions.

III. Addressing the Gaps

This section addresses "gaps" that is, where the current RTIP is not in compliance with SAFETEA-LU. This section is organized to coincide with the FHWA Gap Analysis matrix in Appendix A and is summarized as follows:

1. FOUR-YEAR PROGRAMMING DOCUMENT

SAFETEA-LU requires an MPO to develop an RTIP with projects/project phases covering four years. The SCAG 2006 RTIP Volume III included a six-year program.

It is important to note, that the 2006 RTIP released for public review in June 2006 and ultimately approved by the federal agencies, identified programming amounts for each of the six years (2006/07-2011/12) where applicable. Per SAFETEA-LU requirements the report was updated to reflect grand totals for the first four years with a combined total for the last two years.

Original RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR	*2006/07*	*2007/08*	*2008/09*	*2009/10- 2011/12*	PROJECT TOTAL
	06/07										
	07/08										
	08/09										
	09/10										
	10/11										
	11/12										

SAFETEA-LU RTIP Programming Document

FUND	YEAR	ENG	ROW	CONS	TOTAL	PRIOR	*2006/07*	*2007/08*	*2008/09*	*2009/10*	*2010/11 2011/12*	PROJECT TOTAL
	06/07											
	07/08											
	08/09											
	09/10											
	10/11											
	11/12											

2. FINANCIAL PLAN

SCAG, as the Metropolitan Planning Organization (MPO), is required by federal statute to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per 23 U.S.C. Section 134(h) and 23 CFR Section 450.324 (e), SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available including federal, state, and local sources to meet programming needs. Volume II, Section IV of the 2006 RTIP demonstrated that the financial constraint requirements for the financial plan

were met. An electronic copy of the discussion showing how these federal requirements were met can be found on the World Wide Web at http://scag.ca.gov/rtip/final06/final_RTIP_vol2of3_Sec04_jul06.pdf. Appendix C lists the most current SCAG Regional Financial Summary for the 2006 RTIP.

For the RTIP, the financial plan must demonstrate which projects can be implemented using current revenue sources and which projects will be implemented using proposed revenue sources. In non-attainment and maintenance areas, the financial plan must demonstrate compliance with federal requirements limiting the programming of projects for the first two years of the RTIP to those for which funds are "available or committed" [23 CFR 450.324 (e)].

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first four years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first four years of the RTIP do not exceed expected revenues for the first four years of the RTIP.

Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG received resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

SCAG is also responsible for making the following determinations:

- The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.

- The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG's 2006 RTIP utilizes the 2006 State Transportation Improvement Program (STIP), approved by the California Transportation Commission on April 27, 2006. The 2006 RTIP reflects the passage of the federal surface transportation reauthorization bill, SAFETEA-LU. Programming levels for the Local Surface Transportation Program (LSTP) and the Congestion Mitigation

Air Quality (CMAQ) program are based on the estimated distribution of funds provided by Caltrans to Metropolitan Planning Organizations. For the 2006 RTIP, revenues and programming estimates are expressed in year of expenditure dollars—consistent with the 2006 STIP.

In addition to federal and/or state funded projects, the 2006 RTIP includes local projects that may require federal approval or conformity findings as may be necessary. Funding sources associated with these projects are identified as well.

Additionally, SCAG's 2006 RTIP relies on the financial forecasting model developed for the region's 2004 Regional Transportation Plan (RTP)—the long-range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2004 RTP set the framework for the 2006 RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint. The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU.

3. VISUALIZATION TECHNIQUES

Since the 2006 RTIP was adopted and made available on the SCAG web site the Geographic Information System (GIS) were utilized to digitize all RTIP modeled projects in the region. These projects are linked to the adopted project list which allows interested parties to click on a project and view the project ID and project description. This GIS mapping tool is available on the World Wide Web http://mapper.scag.ca.gov/imf/sites/rtip/jsp/launch.jsp. SCAG will continue to improve and actively pursue the latest technology in order to enhance and further incorporate visualization techniques in all future RTIP's.

4. HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program under SAFETEA-LU (23 USC 148) requires each state to develop and implement a Strategic Highway Safety Plan by October 1, 2007. The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The Strategic Highway Safety Plan is required to identify and analyze highway safety problems and opportunities, produce a program of projects or strategies to reduce identified safety problems, be evaluated on a regular basis with annual reports submitted to the Secretary.

California Strategic Highway Safety Plan (SHSP)

The California SHSP was released in September 2006 as the map to guide the future of roadway safety for California. The California SHSP goal for California is to reduce roadway fatalities to less than one roadway fatality per 100 million vehicle miles (VMT). Roadway fatalities in 2004 equaled 1.25 fatalities per 100 VMT.

The SHSP is the result of a statewide collaborative effort that involved more than 190 active participants from 80 California public and private stakeholder groups including SCAG.

As part of the SHSP development process, SCAG provided guidance and input in the development of the SHSP and the 16 Challenge Areas identified in the Plan to better address California's specific needs. SCAG staff is currently participating on half of the 16 Challenge Area steering committees that will help develop the SHS Implementation Plan, the Challenge Area Action Plans, and the proposed methodologies for evaluating the Actions Plans.

SCAG staff involvement in the development and implementation of the California SHSP will ensure that SCAG planning documents, including the Regional Transportation Improvement Program (RTIP), will be consistent with the Highway Safety Improvement Program provisions under SAFETEA-LU. SCAG will work with the county transportation commissions and IVAG to incorporate SHSP implementation strategies as part of the 2008 RTIP development and programming process.

Currently, the 2006 RTIP addresses the Strategic Highway Safety Plan (SHSP) in several ways.

First, the RTIP has programmed State Highway Operations Protection Program (SHOPP) funded projects. SHOPP projects maintain and enhance the safety of motorists on California highways. Some examples of SHOPP funded projects that address the goals of the SHSP include pavement and shoulder widening projects, construction of traffic calming features, and the elimination of roadside obstacles.

Second, Safe Routes to Schools (SR2S) projects are also programmed in the RTIP. SR2S projects improve pedestrian safety to schools which is another important goal of the SHSP.

Third, the inclusion of projects in the RTIP funded by the Hazard Elimination Safety Program (HES), a federal safety program that provides funds for safety improvements on all public roads and highways, is another example of how the RTIP addresses the goals of the SHSP. HES funds serve to eliminate or

reduce the number and/or severity of traffic accidents at locations selected for improvement.

Fourth, the RTIP also includes projects that are funded by the Railway-Highway Crossing Safety Program (Section 130). These funds are used for projects that enhance and improve safety for motorists, pedestrians, and rail passengers on railway-highway crossings.

Finally, the RTIP addresses the SHSP through the programming of bike projects. The bike projects that are programmed help complete the gaps in bicycle lane routes throughout California. The addition of these "bike only" projects to complete gaps means that fewer bicyclists will share the road with automobiles which will improve safety for bicyclists. In summary, the 2006 RTIP programs projects that address the SHSP. Future RTIPs will continue to address the goals of the SHSP.

5. PUBLIC PARTICIPATION PLAN

SCAG is in the process of developing a Public Participation Plan. A draft of this plan was presented to SCAG's Transportation and Communications Committee (TCC) in October 2006 and released for public review and comments. A copy of the Public Participation Plan is included in this document as Appendix C. SCAG's Regional Council will be asked to adopt this plan at their March 1, 2007 meeting.

6. PUBLIC TRANSIT ELEMENT

The SCAG region is working in consultation with the County Transportation Commissions on the Public Transit Element for FTA 5316 and FTA 5317 funds. MTA, VCTC, and OCTA have requested to be the designated recipient for their urbanized areas and are currently developing a Public Transit-Human Services Transportation Plan. SCAG remains the designated recipient for San Bernardino and Riverside Counties. SANBAG and RCTC are also developing a Public Transit-Human Services Transportation Plan in consultation with SCAG.

IV. Reaffirmation of the Valid Portions of the 2006 RTIP

1. TRANSPORTATION CONFORMITY

There are no changes to the required conformity components of the 2006 RTIP, i.e., changes to financial constraint, timely implementation of transportation control measures (TCMs), the regional emission analysis and the inter-agency consultation/public review. Consequently, this document

reaffirms the validity of conformity on the 2006 RTIP made by FHWA/FTA on October 2, 2006.

2. FISCAL CONSTRAINT

This administrative amendment to the 2006 RTIP does not propose any change to scope, cost or delivery schedule for any of the projects and programs identified in the currently approved 2006 RTIP.

Given the nature of the programming process all amendments to the 2006 RTIP since its adoption have demonstrated fiscal constraint to the financial plan. Therefore, the fiscal integrity of the currently approved 2006 RTIP remains valid and intact.

V. Conclusion

In conclusion, this 'administrative amendment' demonstrates compliance with the planning requirements of the SAFETEA-LU legislation by addressing the following components of the 2006 RTIP; programming document, financial constraint, enhanced visualization techniques, public participation plan, State Highway Safety Plan and Public Transit Element.

Therefore, a SAFETEA-LU compliant Regional Transportation Improvement Program will be in place in the SCAG region upon adoption of this document by SCAG's Regional Council and subsequent certification by FHWA/FTA. This will allow SCAG to continue moving forward with future amendments to the 2006 RTIP beyond July 1, 2007.

In preparing this document staff reviewed and analyzed the SAFETEA-LU bill as well as all pertinent directives, interim guidance as well as proposed new rules issued by FHWA/FTA. In particular, this document follows and addresses the new requirements identified in a Gap Matrix made available in April of this year by FHWA attached here as Appendix A.

Section II of this document describes how and where some of the new requirements were already met in the 2006 RTIP. Section III addresses all the new and/or expanded requirements that were not fully met.

It is important to note that this administrative amendment does not change the projects defined in the 2006 SCAG RTIP and therefore does not, in any way, change the finance plan to deliver these projects. This document also does not change the conformity findings of the 2006 RTIP.

Therefore, SCAG urges FHWA/FTA to find this administrative amendment to be satisfactory and adequate in meeting the planning requirements of SAFETEA-LU, thereby, deeming the 2006 RTIP to be compliant with SAFETEA-LU. SCAG will work closely with FHWA/FTA in addressing any questions or concerns that may arise to ensure timely certification of this amendment.

APPENDICES

APPENDIX A: FHWA Gap Analysis Matrix

SAFETEA-LU Transportation Planning and Programming Requirements (as amended by SAFETEA-LU Sections 3005, 3006, and 6001)

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
UPDATE CYCLES ▪ TIPs and STIPs [23 U.S.C. 134/49 U.S.C. 5303(j)(1)(D) and 23 U.S.C. 135/49 U.S.C. 5304(g)(1)]	Transportation Improvement Program (TIP) ♦ To be updated every four years (as opposed to the former requirement of every two years). ♦ Span of TIP increased from 3 to 4 years	• Develop an approvable TIP with projects/project phases covering four years.
	Statewide Transportation Improvement Program (STIP) ♦ To be updated every four years or more frequent if Governor so elects (as opposed to the former requirement of every two years). ♦ Span of STIP increased from 3 to 4 years	• Develop an approvable STIP with projects/project phases covering four years.
ANNUAL LISTING OF PROJECTS [23 U.S.C. 134/49 U.S.C. 5303(j)(7)(B) and 23 U.S.C. 135/49 U.S.C. 5304(g)(4)(B)]	♦ New project element to be specifically included (pedestrian walkways and bicycle transportation facilities).	• MPO (with State(s) and public transportation operator(s)) should review existing process for developing the Annual Listing. • Publish list identifying all bicycle/pedestrian projects for which Federal funds were obligated in the preceding program year.
	♦ Added requirement for cooperative development by MPO partners (i.e., State and public transportation operators).	

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS [23 U.S.C. 134/49 U.S.C. 5303(h)(1) and 23 U.S.C. 135/49 U.S.C. 5304(d)(1)]	♦ Added a new stand-alone factor "increase the safety of the transportation system for motorized and non-motorized users."	• Review TIP/STIP project selection criteria to ensure they reflect safety priorities (e.g., SHSP and/or MPO region's priorities).
FISCAL CONSTRAINT [23 U.S.C. 134/49 U.S.C. 5303(i)(2)(C); (j)(1)(C); (j)(2)(B); and (j)(3)(D) and 23 U.S.C. 135/49 U.S.C. 5304(f)(5); (g)(4)(E); and (g)(4)(F)]	♦ No significant changes in SAFETEA-LU.	• Review and reaffirm fiscal constraint of transportation plans and programs as they are updated or amended. • Confirm revenues and costs related to system operations and maintenance activities covered in transportation plans and programs. *Refer to the FHWA/FTA Interim Guidance on Fiscal Constraint of Transportation Plans and Programs (http://www.fhwa.dot.gov/planning/fcindex.htm or www.fta.dot.gov → Grant Programs → Transportation Planning & Environment → Statewide & Metropolitan Planning)*

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
CONSULTATION AND COOPERATION ▪ Transportation Plans [23 U.S.C. 134/49 U.S.C. 5303(g) and (i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)] ▪ TIP and STIP [23 U.S.C 134/49 U.S.C. 5303(j)(1)(C) and 23 U.S.C. 135/49 U.S.C. 5304(g)(2)] ▪ Land Use Management and other Resource Agencies [23 U.S.C. 134/49 U.S.C. 5303(i)(4) and 23 U.S.C. 135/49 U.S.C. 5304(f)(2)(D)]	♦ Consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and STIP. ♦ MPOs and State DOTs shall consult with local/State land use management, natural resource, historic and other agencies in the development of transportation plans.	• Continuing consultation with partners (i.e., State, MPOs, non-metropolitan local officials, and Tribal government) [no change]. • Compare transportation plans with available conservation plans and maps and/or compare with available inventories of historic or natural resources.
AIR QUALITY[1] CONFORMITY [23 U.S.C. 134(i)(3)]	♦ Requirement to determine conformity is now every four years (instead of every three years). ♦ Allowance of a 1 year "grace period" before conformity lapse (in certain instances)	

[1] *Section 6011 of SAFETEA-LU contained other transportation conformity provisions. USDOT and USEPA issued joint "Interim Guidance for Implementing the Transportation Conformity Provisions in the SAFETEA-LU" on February 14, 2006. The Interim guidance is available at: http://www.fhwa.dot.gov/environment/conformity/sec6011guidmemo.htm*

APPENDIX A: FHWA Gap Analysis Matrix

Statutory Planning and Programming Requirements	Key Changes Between ISTEA/TEA-21 and SAFETEA-LU	Potential SAFETEA-LU "Closing the Gap" Steps
PUBLIC TRANSIT ELEMENT	◆ Coordinated Public Transit-Human Services Transportation Plan (per 49 U.S.C. 5310, 5316, and 5317).	• Entity responsible for developing the Coordinated Public Transit-Human Services Transportation Plan is not defined in SAFETEA-LU. • Solicitation for projects from plan to be done in cooperation with MPO

APPENDIX A: FHWA Gap Analysis Matrix

INTERESTED PARTIES AND PARTICIPATION [23 U.S.C. 134/49 U.S.C. 5303(i)(5), (i)(6), and (j)(4) and 23 U.S.C. 135/49 U.S.C. 5304 (f)(3) and (g)(3)]	♦ Definition of "interested parties" to be engaged in statewide and metropolitan transportation planning has been expanded. ♦ Participation Plan (required for MPOs) - Shall be developed in consultation with "interested parties." - Publish or make available for public view transportation plans, STIPs and TIPs. - Hold public meetings at convenient and accessible times and locations. ♦ Publication of statewide and metropolitan transportation plans, and TIP… to the maximum extent practicable. - Make information available in electronically accessible formats (e.g., world wide web). ♦ Employ visualization techniques to depict statewide and metropolitan transportation plans.	• State DOTs and MPOs should review current public involvement plan/procedures and make necessary changes to reflect SAFETEA-LU provisions. • Confirm that stakeholders, interest groups, general public had/have opportunity to comment on public involvement plans and transportation plans/programs. • Where not apparent, give groups/general public opportunity to review/comment; update or amend participation plan, as needed. • To maximum extent practicable, statewide and metropolitan transportation plans and programs (with the exception of the STIP) shall be available in electronic formats (e.g., on a website). • Refer to FHWA Scenario Planning website or Land Use/Transportation Tool Kit (add web links) for examples of visualization techniques.

Appendix B

2006 DRAFT PUBLIC PARTICIPATION PLAN

Southern California Association of Governments (SCAG)

Public Participation Plan

March 1, 2007

"Never doubt that a small group of thoughtful, concerned citizens can change the world. Indeed, it is the only thing that ever has." *Margaret Mead*

Purpose of SCAG's Public Participation Plan

The awareness and involvement of interested persons in governmental processes are critical to successful regional transportation planning and programming. When the public is engaged in the process, their feedback helps assure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with transportation planning. This Public Participation Plan ("Plan") serves as a guide for SCAG's public involvement process as well as the continuing, comprehensive and coordinated planning process among the stakeholders to ensure the ongoing opportunity for broad-based participation in the development and review of regional plans and programs.

Introduction

Since its inception, the Southern California Association of Governments (SCAG) has engaged in a public involvement process in developing its regional transportation plans and programs. As a result of changes in the metropolitan planning law in 2005, SCAG will broaden its current participation activities to engage a more extensive group of stakeholders in its planning and programming processes.

As a metropolitan planning organization (MPO), SCAG is responsible for preparing and utilizing a Plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), pursuant to the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839 (Aug. 10, 2005).

The participation procedures incorporated into this Plan are intended to afford interested parties a specific opportunity to comment on the Plan prior to its approval. The Plan contains an expanded list of Interested Parties, including governmental agencies and nonprofit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under 23 U.S.C. 204.

In addition to developing and carrying out a Plan, SCAG is required to consult with State, local, and Tribal Governments in development of its RTPs and TIPs. SCAG is specifically required to consult with agencies and officials responsible for other planning activities within the region that are affected by SCAG's RTP and TIP (including, as appropriate, State & local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation).

As part of developing other plans and programs for which SCAG is responsible, SCAG carries out additional participation activities, including but not limited to: collaboration with transportation partners in development of the SCAG Overall Work Program, pursuant to 23 C.F.R. 450.314 and State guidance; scoping meetings and public review of the Draft Program EIR (PEIR) for the RTP, as required by applicable California Environmental Quality Act (CEQA) Guidelines, 14 C.C.R. Ch. 3, Art. 7; and, public participation in the development of a methodology for the Regional Housing Needs Allocation Plan, pursuant to Govt. Code Section 65584.04(c).

This Plan is intended to guide the participation process and to coordinate the process with SCAG's consultation activities and other responsibilities.

Public Participation Plan Requirements

SCAG's Public Participation Plan must comply with the following requirements provided under 23 U.S.C. 134, subsections (i)(5), and (j)(1)(B) which are summarized as follows:

1. SCAG shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the RTP.

2. The participation plan shall be developed in consultation with all interested parties, and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.

3. In carrying out the participation process, SCAG must, to the maximum extent practicable--
   (i) hold any public meetings at convenient and accessible locations and times;
   (ii) employ visualization techniques to describe plans; and
   (iii) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate, to afford reasonable opportunity for consideration of public information under paragraph 1 above.

4. The RTP shall be published or otherwise made readily available by the metropolitan planning organization for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization and submitted for information purposes to the Governor at such times and in such manner as the Secretary shall establish.

5. In developing the TIP and before approving the TIP, SCAG in cooperation with the State and any affected public transportation operator, shall provide an opportunity for participation by interested parties in the development of the program, in accordance with the same requirements described above.

The Public Participation Plan further incorporates the requirements proposed under Federal guidance implementing SAFETEA-LU (71 FR 33521; June 9, 2006), summarized as follows:

1. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);
2. Provide reasonable public access to technical and policy information used in the development of plans and TIPs and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;
3. Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIPs (in non-attainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan, TIP and major amendment(s));
4. Demonstrate explicit consideration and response to public input received during the planning and program development processes;
5. Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;
6. If the final transportation plan or TIP differs significantly from the one which was made available for public comment by SCAG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available;
7. The Public Participation Plan shall be periodically reviewed by SCAG in terms of its effectiveness in assuring that the process provides full and open access to all;
8. Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs;

9. When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP.
10. Require a minimum public comment period of 45 days before the initial or revised Public Participation Plan is adopted by SCAG;

Consultation Requirements

SCAG must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve, as appropriate:

1) Comparison of transportation plans with State conservation plans or maps, if available; or

2) Comparison of transportation plans to inventories of natural or historic resources, if available.

See 23 U.S.C Section 134(i)(4).

Furthermore, under the metropolitan planning process, RTPs and TIPs must be developed with due consideration of other related activities within the region, and the process must provide for the design and delivery of transportation services within the region that are provided by:

1) Recipients of assistance under Chapter 53 of Title 49 U.S.C.
2) Governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the Department of Transportation to provide non-emergency transportation services; and
3) Recipients of assistance under 23 U.S.C Section 204.

See 49 U.S.C Section 5303.

Consultation requirements are accomplished primarily through our policy committees and task force structure. Policy committees are primarily made up of local elected officials. There are several issue-specific as well as mode-specific task forces that are on-going as well as some that are created for a specific purpose and specific time frame. All of these task forces forward their recommendations to policy committees. Examples of these task forces include: Transportation Finance Task Force, Aviation Task Force, Goods Movement Task Force, Regional Transit Task Force, and the Plans and Programs Technical Advisory Committee. Membership on these task forces and working groups includes elected officials as well as stakeholder agency representatives. The stakeholders have a direct pipeline to

SCAG's planning processes through these task forces. SCAG proposes to expand the membership of some of these task forces to ensure inclusion of the broader stakeholders and interest groups identified in SAFETEA-LU.

In addition, SCAG conducts several workshops prior to releasing the Draft RTP involving stakeholders to ensure that their input on major issues is addressed in the plan.

SCAG also utilizes the subregional council of governments (COG) structure to "get the word out" and solicit input on the content as well as the planning and programming process from the local stakeholders.

SCAG mails out a Notice of Draft RTP and RTIP Availability to the stakeholders at the local, state and federal level to solicit their comment and input to the final RTP and RTIP. Comments as well as responses are fully documented and reflected in the final RTP.

SCAG will continue to engage Tribal Governments in the RTP and RTIP processes through Tribal Government representation on SCAG's governing board and policy committees, and through the Tribal Governments Relations Task Force.

Bottom-Up Planning and Interagency Consultation

An expanded 70-member Regional Council and the fostering of 14 subregional organizations were initiated by the former Executive Committee in 1992. These forums, coupled with three policy committees and 20 standing committees and technical advisory committees, and the "AB 1246 process" (required under Public Utilities Code Section 130000 et seq.) facilitate SCAG's ability to provide a framework for bottom-up planning and more frequent and ongoing participation by interested parties at all stages of the process.

Within the AB 1246 process, the multi-county designated transportation planning agency shall convene at least two meetings annually of representatives from each of the four commissions, the agency, and the Department of Transportation for the following purposes:

(a) To review and discuss the near-term transportation improvement programs prior to adoption by the commissions.
(b) To review and discuss the regional transportation plan prior to adoption by the agency pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of the Government Code.
(c) To consider progress in the development of a regionwide and unified public transit system.
(d) To review and discuss any other matter of mutual concern.

The Regional Transportation Agencies Coalition is currently fulfilling the function of the AB 1246 process.

SCAG has a memorandum of understanding (MOU) with the South Coast Air Quality Management District (SCAQMD) on transportation and air quality conformity consultation procedures for the South Coast Air Basin and for the Riverside County portions of the Salton Sea Air Basin and the Mojave Desert Air Basin. Parties to the MOU include: SCAQMD, Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino Associated Governments, California Department of Transportation (Caltrans), California Air Resource Board, and the Federal Highway Administration.

Likewise, SCAG has an MOU for transportation and air quality conformity consultation procedures with the Ventura County Air Pollution Control District (VCAPCD) for the Ventura County portion of the South Central Coast Air Basin (SCCAB). Parties to the MOU include: VCAPCD, Ventura County Transportation Commission, Caltrans, California Air Resources Board, Federal Highway Administration and the Federal Transit Administration.

To support interagency coordination and fulfill the interagency consultation requirements of the Federal Transportation Conformity Rule, SCAG participates in the Transportation Conformity Working Group (TCWG). The group meets on a monthly basis to address and resolve regional issues pertaining to transportation conformity for the RTP, RTIP, RTP and TIP amendments and the region's air quality management plans.

Participants in the Southern California TCWG include representatives from federal, state, regional and sub-regional agencies such as the United States Environmental Protection Agency (both national and regional representatives), Federal Highway Administration, Federal Transit Administration, California Air Resources Board, California Department of Transportation, Air Quality Management Districts, SCAG, and County Transportation Commissions.

Interested Parties

To ensure compliance with SAFETEA-LU requirements and other federal and state mandates, SCAG intends to target the following participants in the region:

- citizens
- affected public agencies
- representatives of transportation agency employees
- freight shippers
- providers of freight transportation services
- private providers of transportation
- representatives of users of public transit
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of the disabled

- Tribal Governments
- transit operators
- governmental agencies and non-profit organizations that receive Federal assistance from a source other than the Department of Transportation (DOT) to provide non-emergency transportation services and recipients of assistance under section 204 of Title 23 U.S.C .
- and other interested parties (e.g. subregions, ethnic and minority groups, older and retired persons, special interest non-profit agencies, environmental groups, educational institutions, women's organizations, private sector)

The following goals and procedures are designed to encourage participation and provide opportunities to comment on the development and approval of SCAG's RTPs, RTIPs, the Regional Comprehensive Plan, (In addition to this Plan, SCAG adheres to the public process required by CEQA for our PEIR and related environmental review documents.) and other products prepared by SCAG that statutorily require public participation or for which the Regional Council determines is necessary.

Public Participation Plan Goals

The five primary goals of SCAG's Public Participation Plan include:

Goal 1: Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.

Goal 2: Provide full public access and information to key decisions in the regional transportation planning process.

Goal 3: Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.

Goal 4: Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.

Goal 5: Enhance the participation process including reaching out to those communities that have been underrepresented and/or underserved.

Public Participation Plan Procedures in Obtaining Goals

Goal 1: **Implement an open and ongoing participation process that ensures citizen, agency and interested party participation in, and input into, regional transportation planning and programming.**

- SCAG's participation program will include public outreach and communications for all major plans and programs. This includes establishing procedures and responsibilities for (1) informing,

involving and incorporating public opinion into the planning process, (2) consultative involvement of designated agencies (i.e., federal, state and local agencies, county transportation commissions and air quality management/pollution control districts) on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity, (3) designating lead staff persons who are knowledgeable about the entire planning process to be responsible for the participation program, and (4) providing adequate funds and staff resources to implement the participation program.

- Stress the requirement to encourage, assess and provide for public participation to staff, consultants, stakeholder

  organizations and others as well as stress the importance of an inclusionary process and dialogue and encourage staff to regard citizens, subregional organizations and agencies as working partners.

- Interact and seek input from a broad spectrum of interested stakeholders through various task forces and working groups that meet on a regular, on-going basis to review, discuss, and provide feedback on various SCAG initiatives, plans and programs.

- Integrate the outreach effort of the subregional organizations and transportation and air quality agencies into the SCAG process.

- Encourage proponents and opponents to participate in the regional planning process and acknowledge the value of their input.

- Update and maintain the contact databases and audience categories within the Communication and Management System (CMS). Expand current list categories to include the additional list of parties outlined in SAFETEA-LU. These contact databases should be reviewed and updated at least twice per year and on an on-going basis as individual changes occur.

- Provide outreach to citizens, groups, agencies and subregional organizations and inform them of how their involvement has affected the plan.

- Assemble, organize and equip a participation and outreach team of transportation planners, environmental planners, analysts and other technical staff, public affairs staff, management staff, and elected

officials to conduct presentations, hold briefings, workshops, hearings, during the year to diverse groups and organizations throughout the region.

- Conduct hands-on, interactive workshops such as the Compass workshops, to encourage community involvement and participation and obtain feedback from local residents, regional stakeholders and local governments (planners, demographers, and elected officials).

- Provide outreach assistance, including to under-represented areas, using Member Relations Officers who are geographically focused and knowledgeable on the issues of the subregion.

- Train staff in effective communication and public relations skills by providing clear, consistent and concise primary messages for media and public involvement and interaction.

- Complete target group and media mailing lists for targeted audiences and determine the best methods for distributing information: speaker's bureau, fact sheets, brochures, flyers, white papers, plan summaries, newsletters, PowerPoint presentations, press releases, public service announcements, press advisories, press conferences, telephone and personal interviews.

- Develop memoranda of understanding or agreements with appropriate agencies, as needed.

- Participate in regular monthly meetings with the CEOs of the county transportation commissions.

Goal 2: **Provide full public access and information to key decisions in the regional transportation planning process.**

- Utilize SCAG's web site to provide information, announce draft and final plan releases, encourage feedback and comments from the public, make draft and final plans and corresponding documents available, provide contact information, educate about SCAG and SCAG initiatives, inform of upcoming events and meetings, post meeting agendas and minutes and provide publications. Ensure that the information available is easy-to-read and accessible and that the web site is compliant with the 1990 Americans with Disabilities Act.

- Post public notices of the draft product in at least one major newspaper in each of the six member counties and include community newspapers and ethnic press.

- Follow-up on public notices to increase participation. Assign staff to look out for non-participating public interests.

- Conduct at least one public hearing for the draft RTP, TIP and EIR and other major plans as needed. Announce public hearings in printed materials, on SCAG's web site, and in local newspapers. Provide translation services at these hearings, if needed.

- Develop procedures for public hearings. Include the time to be allotted to each speaker and how the order of appearance is determined. A written explanation of adopted procedures should be distributed to participants both prior to and at the hearing. Make arrangements for the submission of written statements in addition to verbal comments.

- Hold monthly meetings with the subregional coordinators to review upcoming Regional Council and Policy Committee agendas and conduct other coordinating activities.

- Keep interested parties informed with progress reports during the product development, review and adoption phases.

Goal 3: Disseminate clear, concise and timely information to citizens, affected agencies and interested parties.

- SCAG, together with its subregional partners and other stakeholder organizations, will notify interested parties through traditional meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and agendas of committees, meetings, workshops, briefings, web site postings, email communications and other opportunities to participate, as appropriate.

- Make electronically accessible to the public, all draft and final plans, fact sheets, publications such as *Your Guide to SCAG*, the *Benefits of Membership*, *Member Handbook* and the *Legislative Reference Guide*, the Overall Work Program, the eVision newsletter, key PowerPoint presentations, meeting agendas and minutes, data and other planning-related information, and a calendar of upcoming events on SCAG's web site at www.scag.ca.gov. Encourage public involvement on the web site. Ensure that the information provided is timely, accessible and easy-to-understand.

- Provide complete and easy-to-understand information, including summaries and one-page fact sheets on major plans and initiatives

at the beginning of and throughout the planning process and define the issues and alternatives in a concise, straightforward and consistent manner.

- Update annually and disseminate SCAG's citizen guide "Your Guide to SCAG" which succinctly informs the public about SCAG and the regional planning process, highlights major SCAG initiatives, cites the importance of public involvement, invites participation, and identifies key contacts.

- Provide updated information about SCAG's activities, plans, actions, upcoming events, legislative efforts, and subregional activities in the eVision electronic newsletter which is disseminated to local elected officials, legislators, subregions, commissions, air districts, other interested parties and members of the public at least eight times per year. The eVision newsletter is accessible through SCAG's web site. In addition, archival copies are readily available on the site.

- Maintain and update media mailing lists that include metropolitan and local community newspapers, radio, television and cable outlets, trade journals, wire services, ethnic and foreign-language media, government and legal publications and special interest press directed at older Americans, the disabled, Native Americans and students.

- Implement the media outreach strategies contained in the agency's overall Communications Strategy. This includes press releases, media advisories, calendar advisories, media interviews on television and radio talk shows and public affairs programs, public notices, op-ed articles in local newspapers, editorial board meetings, development of consistent media messages on major SCAG initiatives, and outreach to ethnic and foreign language press.

- Develop printed materials, fact sheets, brochures, summaries, fliers, pocket guides, promotional literature, PowerPoint presentations, relating to SCAG and SCAG's initiatives and other publications for general population distribution in concise, understandable, non-technical language.

- Maintain an updated calendar of events on SCAG's web site, accessible 24 hours a day, 7 days a week.

- Translate the most significant web site information and printed materials into other languages when needed and contingent upon

resource and budget availability. Include the ethnic press in media advisories, press releases, press conference notifications, calendar advisories and other media communications. Maintain and update ethnic press contacts in the media contact database.

- Disseminate the *Challenges Facing Southern California* brochure at meetings, conferences, through mailings, and in SCAG's lobby area which highlights SCAG's major initiatives, invites participation within the community, solicits feedback and encourages citizens to "Get Informed and Get Involved."

- Make presentations on various SCAG initiatives throughout the region to citizens, community groups, environmental groups, business organizations, minorities, faith-based organizations, subregions, other stakeholders, and other interested parties. Staff throughout the organization, along with Regional Council members, will conduct the presentations. Determine the appropriate staff and agency representatives to speak on policy, technical and media issues. Staff will proactively encourage presentations be included on various meeting agendas.

- Prepare technical and non-technical PowerPoint presentations for workshop, conference, hearings and other meeting use to showcase SCAG and SCAG's initiatives and simplify the regional planning process. Ensure that the presentations are easy-to-understand, interesting, and invites participation and involvement. Utilize graphics and animation to make the presentations more interesting and inviting. Tailor presentations to the audience by including subregional statistics and addressing primary areas of audience concern. Enhancements to the presentations should be based on community input and speaker feedback. Maintain a library of all PowerPoint presentations created. Post relevant PowerPoint presentations on SCAG's web site for public access.

- Utilize visualization techniques whenever possible such as maps, videos, PowerPoint presentations with graphics and animation, flowcharts, computer simulation, interactive GIS systems, photorealistic visualizations, video fly-throughs, illustrative drawings, simulated photos, sketches, and photo manipulation scenario planning tools to better and more easily communicate technical planning issues and strategies.

- Design and display a modular exhibit for "on-the-road" presentations and exhibit tables at conferences, workshops, meetings and other public events. The exhibit will be visually appealing and will graphically showcase SCAG's major planning

initiatives to diverse audiences. This exhibit will increase the public's awareness of the work of SCAG and the importance of public involvement.

- Explore new opportunities using state-of-the-art communications and information technology for reaching remote audiences.

Goal 4: **Provide timely responses to issues, concerns, and comments raised by the public regarding the development and implementation of regional transportation plans, programs, and projects. Ensure that the comments received are considered and incorporated into the deliberations regarding proposed plans and programs.**

- SCAG will review and consider all public comments in the regional transportation planning process. Comments will be recorded, tracked and maintained through the Communication Management Software System (CMS). The system will provide a list of all comments received, the name of the commenter, the comment date, the topic, the comment message, and SCAG's response to the comment. All comments received will be responded to in a timely manner.

- Evaluate public comments received throughout the planning process and assess whether, and to what extent, modifications were made in the draft documents as a result of the comments received.

Goal 5: **Enhance the participation process including seeking out and considering the needs of traditionally underrepresented and/or underserved persons. Ensure that minority and low-income persons have meaningful access to the public outreach and involvement activities.**

- Coordinate with individuals, institutions or organizations to reach out to members in the affected minority and/or low income communities.

- Choose an event site and time convenient for participants. All events should be fully accessible to all citizens, including disabled, low-income and minority communities. Encourage the participation of elected officials at events and hearings.

- Provide assistance, if requested 14 days prior to the event, to people with disabilities, including individuals who are blind, have low-vision or are hearing impaired.

- Provide language assistance, if requested 14 days prior to the event, to Limited English Proficient Persons.

- Evaluate public participation efforts at the end of each phase of the planning process so that necessary modifications can be made for subsequent phases. Provide recommended strategies to enhance the outreach program and better serve the underrepresented segments of the region.

- Annually update the agency's overall Communications Strategy and seek Regional Council approval of the plan and recommended strategies.

- Develop and adopt a plan for providing language assistance for persons with limited English proficiency (LEP Plan).

- Maintain an outreach calendar of presentations, workshops and hearings which will enable staff to map presentations to determine geographically where we've been, the type of audience and the topic thus enhancing our ability to strengthen outreach to underrepresented areas. The goal is to average at least 15 presentations per month.

- Consider budgeting for occasional public opinion surveys of community interests and needs to determine public opinion on regional issues.

- Consider budgeting for surveys of demonstration project participants (such as Compass Blueprint) to provide better, more efficient services.

- Assess how effective the agency's communication strategies have been in impacting public policy. Consider conducting surveys of members, partners, stakeholders early in the planning process and again later to determine the affect of the communication effort.

"The better the citizenry as a whole are educated, the wider and more sensible public participation, debate and social mobility will be."
John Ralston Saul

PC Docs #119724 v7

Appendix C:

SCAG Regional Financial Summary

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In $000's)

Revenue versus Programmed	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A Program)	$13,306	$46,093	$16,149	$118,395	$193,943
STIP	$24,165	$1,380	$27,398	$2,164	$55,107
Local Assistance					
Congestion Mitigation and Air Quality	$39,606	$52,035	$93,800	$187,286	$372,727
Regional Surface Transportation Program	$10,412	$48,887	$62,214	$192,799	$315,368
Highway Bridge Replacement and Rehabilitation Program	$288	$0	$863	$19,868	$21,019
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$0	$0	$0	$0	$0
Other Federal Highway Programs					
Federal Lands Highway Program	$0	$0	$0	$0	$0
Bridge Discretionary Program	$0	$0	$0	$0	$0
NCPD Program/Borders/Corridor Program	$250	$0	$0	$0	$250
Recreational Trails	$0	$0	$0	$0	$0
Transportation and Community and System Preservation Pilot Program	$0	$0	$0	$0	$0
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$0	$0	$0	$0	$0
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$80,734	$15,050	$30,058	$0	$125,842
Emergency Relief Program	$0	$0	$0	$0	$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	$500	$3,876	$0	$0	$4,376
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$13,062	$5,777	$39	$0	$18,878
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$0	$0	$0	$0	$0
5309(b) - New Starts	$0	$0	$0	$0	$0
5309(c) - Bus Allocation	$6,430	$2,050	$2,000	$0	$10,480
5310 - Elderly & Persons with Disabilities Formula Program	$300	$950	$950	$0	$2,200
5311 - Nonurbanized Area Formula Program	$951	$1,314	$2,204	$0	$4,469
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$0	$0	$0	$0	$0
5317 - New Freedom Program	$0	$0	$0	$0	$0
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)	$0	$0	$0	$0	$0
Other State Funds					
Traffic Congestion Relief Program	$3,207	$17,271	$0	$14	$20,492
Other (State Transit Assistance;University; AB2766; PUC; STAL)	$3,445	$14,848	$13,848	$0	$32,141
Local Funds	$1,917,778	$1,806,730	$2,500,131	$27,175	$6,251,814
Total Revenue versus Programmed	**$2,114,434**	**$2,016,261**	**$2,749,654**	**$547,701**	**$7,429,106**

*STIP-RIP funds include funds from 2006/07 ROW Allocation Plan and Status of Unallocated FY 2005/06 Projects

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In $000's)

Programmed	2006/07	20007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP	$675,877	$673,972	$672,149	$648,828	$2,670,826
STIP	$525,803	$804,662	$804,721	$212,451	$2,347,637
STIP-RIP	$400,475	$722,222	$632,326	$101,417	$1,856,440
2006/07 ROW Allocation Plan	$523	$0	$0	$0	$523
Status of Unallocated FY 2005/06 Projects	$6,988	$0	$0	$0	$6,988
STIP-RIP - prior commitments	$652	$166	$0	$0	$818
STIP-IIP	$55,199	$20,284	$116,253	$68,443	$260,179
STIP-IIP - TE	$817	$12,793	$4,505	$4,850	$22,965
STIP-RIP - TE	$31,420	$22,597	$25,037	$11,082	$90,136
Local Assistance					
Congestion Mitigation and Air Quality	$200,936	$200,488	$156,795	$60,012	$618,231
Regional Surface Transportation Program	$187,665	$168,377	$158,891	$28,305	$543,238
Highway Bridge Replacement and Rehabilitation Program	$94,729	$58,480	$114,217	$99,669	$367,095
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$2,500	$4,100	$0	$0	$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	$19,594	$3,368	$0	$0	$22,962
Bridge Discretionary Program	$0	$0	$0	$0	$0
NCPD Program/Borders/Corridor Program	$500	$0	$0	$1,800	$2,300
Recreational Trails	$1,300	$210	$0	$0	$1,510
Transportation and Community and System Preservation Pilot Program	$5,014	$36	$0	$0	$5,050
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$1,441	$60	$0	$0	$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$278,732	$209,810	$305,036	$173,630	$962,708
Emergency Relief Program	$900	$900	$900	$0	$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	$71,085	$12,594	$2,227	$62	$85,968
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$421,568	$298,810	$282,790	$222,989	$1,226,157
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$89,232	$55,110	$52,906	$45,100	$242,348
5309(b) - New Starts	$114,175	$91,267	$91,396	$73,900	$370,738
5309(c) - Bus Allocation	$63,017	$30,422	$29,440	$57	$122,936
5310 - Elderly & Persons with Disabilities Formula Program	$4,572	$822	$400	$0	$5,794
5311 - Nonurbanized Area Formula Program	$2,432	$1,581	$791	$340	$5,144
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$14,620	$8,929	$9,383	$1,939	$34,871
5317 - New Freedom Program	$6,407	$4,029	$4,228	$912	$15,576
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)	$0	$0	$0	$0	$0
Other State Funds					
Traffic Congestion Relief Program	$195,192	$160,496	$120,426	$160,960	$637,074
ST-SPR Partnership Planning	$232	$0	$0	$0	$232
Other (State Transit Assistance;University; AB2766; PUC; STAL)	$38,255	$6,963	$2,313	$215	$47,746
Local Funds	$2,451,804	$2,425,524	$1,703,205	$1,517,039	$8,093,716
TDA	$413,733	$844,460	$386,261	$230,676	$2,057,626
Sales Tax Measure	$368,375	$322,918	$300,037	$327,884	$1,319,214
Other (Misc. Local funds))	$1,512,693	$1,258,146	$1,016,907	$958,479	$4,746,225
Total Programmed	**$5,493,075**	**$5,222,908**	**$4,514,112**	**$3,248,208**	**$18,443,915**

Southern California Association of Governments
2006 Regional Transportation Improvement Program Financial Summary
(Includes amendments)
(In $000's)

Revenue	2006/07	2007/08	2008/09	2009/10	TOTAL
State Highway Account Funds (State & State FHWA Funds)					
SHOPP (Includes Minor A program)	$689,183	$720,065	$688,298	$767,223	$2,864,769
STIP (per CTC Green Book and CTC Resolution) (sum of all STIP below)	**$549,968**	**$806,042**	**$832,119**	**$214,615**	**$2,402,744**
STIP-RIP	$370,872	$723,602	$659,724	$104,334	$1,852,960
2006/07 ROW Allocation Plan	$27,599	$0	$0	$0	$27,599
Status of Unallocated FY 2005/06 Projects		$0	$0	$0	$11,541
STIP-RIP - prior commitments	$30,405	$166	$0	$0	$31,203
STIP-IIP	$60,202	$20,284	$116,253	$56,660	$252,579
STIP-IIP - TE	$817	$12,793	$4,505	$1,345	$19,460
STIP-RIP - TE	$21,931	$22,597	$25,037	$25,617	$95,182
Local Assistance					
Congestion Mitigation and Air Quality	$240,542	$252,523	$250,595	$247,298	$990,958
Regional Surface Transportation Program	$198,077	$217,264	$221,105	$221,104	$857,550
Highway Bridge Replacement and Rehabilitation Program (per 3/23/06 Caltrans list for Lump sum & line item listings)	$95,017	$58,480	$115,080	$119,537	$388,114
Surface Transportation Program Enhancement	$0	$0	$0	$0	$0
Surface Transportation Program Hazard Elimination & Safety	$0	$0	$0	$0	$0
Surface Transportation Program Railroad Grade Crossing Protection	$2,500	$4,100	$0	$0	$6,600
Other Federal Highway Programs					
Federal Lands Highway Program	$19,594	$3,368	$0	$0	$22,962
Bridge Discretionary Program	$0	$0	$0	$0	$0
NCPD Program/Borders/Corridor Program	$750	$0	$0	$1,800	$2,550
Recreational Trails	$1,300	$210	$0	$0	$1,510
Transportation and Community and System Preservation Pilot Program	$5,014	$36	$0	$0	$5,050
Ferry Boat Discretionary	$0	$0	$0	$0	$0
National Scenic Byways Program	$1,441	$60	$0	$0	$1,501
Highway Priority/Demonstration Projects/Project Nat'l Reg'l Significance	$360,366	$224,120	$330,434	$173,630	$1,088,550
SAFETEA-LU ($165,302,890)	$0	$0	$0	$0	$0
	$0	$0	$0	$0	$0
Emergency Relief Program	$0	$0	$0	$0	$0
Other (5207; Federal Earmarks; HUD; EDA;PLH; Bureau of Indian Affairs)	$72,540	$16,470	$2,227	$62	$90,344
Federal Transit Administration Funds					
3037 - Job Access and Reverse Commute Program	$0	$0	$0	$0	$0
5303 - Metropolitan Planning Program	$0	$0	$0	$0	$0
5307 - Urbanized Area Formula Program	$434,630	$304,587	$282,829	$222,989	$1,245,035
5308 - Clean Fuel Formula Program	$0	$0	$0	$0	$0
5309(a) - Fixed Guideway Modernization	$89,232	$55,110	$52,906	$45,100	$242,348
5309(b) - New Starts	$114,175	$91,267	$91,396	$73,900	$370,738
5309(c) - Bus Allocation	$69,447	$32,472	$31,440	$57	$133,416
5310 - Elderly & Persons with Disabilities Formula Program	$4,872	$1,772	$1,350	$0	$7,994
5311 - Nonurbanized Area Formula Program (per Caltrans/SAFETEA-LU Sheet estimated apport.)	$3,383	$2,895	$2,995	$340	$9,613
5313 - State Planning and Research	$0	$0	$0	$0	$0
5314 - National Research and Technology Program	$0	$0	$0	$0	$0
5316 - Job Access and Reverse Commute	$14,620	$8,929	$9,383	$1,939	$34,871
5317 - New Freedom Program	$6,407	$4,029	$4,228	$912	$15,576
5318 - Bus and Bus-Related Projects	$0	$0	$0	$0	$0
Non-Title 23/Federal Transit Funds (Describe)	$0	$0	$0	$0	$0
Other State Funds					
Traffic Congestion Relief Program (per Draft June 6 CTC TCRP Allocation Plan)	$198,399	$177,767	$120,426	$160,974	$657,566
Other (Describe)	$41,700	$21,811	$16,161	$215	$79,887
Local Funds	$4,369,582	$4,232,254	$4,203,336	$1,544,214	$14,349,386
TDA	$768,854	$777,084	$817,324	$295,679	$2,658,941
Local Sales Tax	$1,753,933	$1,835,186	$1,931,495	$398,219	$5,918,833
Other (Misc. Local funds)	$1,872,288	$1,619,984	$1,454,517	$850,316	$5,797,105
Total Revenue	**$7,607,277**	**$7,237,529**	**$7,258,206**	**$3,795,909**	**$25,898,921**

Appendix D:

Adopting Resolution

(placeholder)

Appendix E:

Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the Regional Transportation Plan (RTP) and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first four years of the RTIP are required to be financially constrained, and programming beyond this period is for planning purposes only.

Step 1 The CTC's/IVAG have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.

Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.

Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.332
"If the State or transit operator wishes to proceed with a project in the second, third, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (a) and (b) of this section must be used unless the MPO, State and transit operator jointly develop expedited project selection procedures to provide for the advancement of projects from the second or third year of the TIP"

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.

Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.

Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.

4.5 REVIEW OF QUALITATIVE PM HOT SPOT ANALYSIS

Qualitative Particulate Matter (PM_{10} and $PM_{2.5}$) Hot Spot Assessment for Gerald Desmond Bridge Replacement Project

Ocean Boulevard from SR-47 to the Los Angeles River
City of Long Beach, Los Angeles County

Prepared by:

PARSONS
100 West Walnut Street, Pasadena, CA 91124

February 13, 2007

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1. INTRODUCTION

Parsons has prepared this project-level particulate matter impact assessment for the Gerald Desmond Bridge Replacement Project. The analysis is provided in response to the United States Environmental Protection Agency's (EPA) requirement for particulate matter [PM_{10} (particulate matter of diameter less than or equal to 10 microns) and $PM_{2.5}$ (particulate matter of diameter less than or equal to 2.5 microns)] hot-spot analysis, as specified in its March 10, 2006 *Final Transportation Conformity Rule* (71 FR 12468). The analysis was conducted following the procedures and methodology provided in the document *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (Guidance) [*EPA, 2006a*], developed by the EPA and the Federal Highway Administration (FHWA).

2. REGULATORY BACKGROUND

2.1 Transportation Conformity

The EPA, in conjunction with the U.S. Department of Transportation (DOT), established the Transportation Conformity Rule, as defined in 40 CFR Parts 51 and 93, on November 30, 1993. The rule implements the Federal Clean Air Act (CAA) conformity provisions. The CAA amendments of 1990 require that transportation plans, programs, and projects that are funded by or approved under Title 23 United States Code (U.S.C.) or the Federal Transit Act, conform to state or federal air quality plans for achieving NAAQS. "Conformity" is defined under section 176(c) of CAA as conforming to a plan's purpose of expeditiously attaining federal clean air standards, not causing or contributing to any new violation of a standard, not increasing the frequency or severity of any existing standard violation, and not delaying timely attainment or progress in attaining clean air standards. In determining whether a project conforms with an approved air quality plan, agencies must use current emission estimates based on the most recent population, employment, travel, and congestion estimates determined by an area's metropolitan planning organization (MPO). MPOs are required to develop and maintain 20-year Regional Transportation Plans (RTP) and 3-year Regional Transportation Improvement Programs (RTIP or TIP) that set out transportation policies and programs for the region. A conforming RTIP/TIP model outcome projects that the regulated pollutants will be reduced to acceptable levels within time frames that meet the NAAQS.

In March of 2006, EPA issued amendments to the Transportation Conformity Rule to address localized impacts of particulate matter (*EPA, 2006a*). The amendments include requirements for qualitative PM_{10} and $PM_{2.5}$ Hot-spot analysis for projects in the areas that are designated as nonattainment or maintenance areas for these pollutants. A hot-spot analysis is defined in the Code of Federal Regulations (CFR) (40 CFR 93.101) as an estimation of likely future localized $PM_{2.5}$ or PM_{10} pollutant concentrations and a comparison of these concentrations with the relevant ambient air quality standards. A hot-spot analysis assesses the local impacts, in areas near congested roadway intersections, highways ramps or transit terminals. For transportation projects, such an analysis can demonstrate that a project meets Clean Air Act conformity requirements to support State and local air quality goals with respect to potential localized air quality impacts. Only projects that are considered "Projects of Air Quality Concern" (POAQ), are required to perform hot-spot analysis.

2.2 Standards and Conformity Conditions

PM_{10} nonattainment and maintenance areas are required to attain and maintain two standards:

- 24-hour standard: 150 $\mu g/m^3$
- Annual standard: 50 µg/m3 _(This standard is being revoked in the near future by EPA, due to a lack of evidence linking health problems to long-term exposure to coarse particulate pollution [*EPA, 2006b*].)

The 24-hour PM_{10} standard is attained when the average number of exceedances in the previous three calendar years is less than or equal to one. An exceedance occurs when a 24-hour concentration, of greater than 150 $\mu g/m^3$ is measured at a monitoring site. The annual PM_{10} standard is attained if the average of the annual arithmetic means for the previous three calendar years is less than or equal to 50 $\mu g/m^3$.

A PM_{10} hot-spot analysis must consider both standards, unless it is determined for a given area that meeting the controlling standard would ensure that Clean Air Act requirements are met for both standards. The interagency consultation process should be used to discuss how the qualitative PM_{10} hot-spot analysis meets statutory and regulatory requirements for both PM_{10} standards, depending on the factors that are evaluated for a given project.

$PM_{2.5}$ nonattainment and maintenance areas are required to attain and maintain two standards as well. The standards are described below.

- 24-hour standard: 65 $\mu g/m^3$ (Based on 2004-2006 monitored data, EPA is strengthening the standards for $PM_{2.5}$. This standard will be changed [new standard 35 $\mu g/m^3$] and is planned to become effective in early2010. [*EPA, 2006b*])
- Annual standard: 15.0 $\mu g/m^3$

The 24-hour $PM_{2.5}$ standard is based on 3-year average of the 98th percentile of 24-hour recorded concentrations; the annual standard is based on 3-year average of the annual arithmetic mean $PM_{2.5}$ recorded at the monitoring station. A $PM_{2.5}$ hot-spot analysis must consider both standards, unless it is determined for a given area that meeting the controlling standard would ensure that Clean Air Act requirements are met for both standards. The interagency consultation process should be used to discuss how the qualitative $PM_{2.5}$ hot-spot analysis meets statutory and regulatory requirements for both standards, depending on the factors that are evaluated for a given project.

3. PROJECT DESCRIPTION

The Port of Long Beach (Port) is proposing to replace the existing physically and functionally deficient Gerald Desmond Bridge with a structurally sound and seismically resistant structure that would meet vehicular and shipping needs for its planned 100-year design life. The bridge replacement would also necessitate reconfiguration of freeway interchanges within the project limit and some arterial street intersections. The proposed improved bridge would provide vertical clearance that would allow the passage of some existing container ships and new-generation vessels currently being constructed.

The project site is located in the southwest portion of the City of Long Beach at the southern end of the Route 710 freeway in Los Angeles County. The project corridor is in the Back Channel

area of the Port, centered along Ocean Boulevard, and it extends from the intersection of the Terminal Island Freeway at the western end to the easterly end of the bridge over the Los Angeles River. The southerly limit of the project is located on Pico Avenue approximately 660 feet (ft) south of the Ocean Boulevard interchange. The northerly limit of the project is along Route 710, approximately ½ mile (2,630 ft) north of Ocean Boulevard, which crosses the Back Channel over the Gerald Desmond Bridge. The Ocean Boulevard/Gerald Desmond Bridge portion of the project is located in the Port's Middle Harbor and Terminal Island Planning Districts, and the Route 710 portion is located in the Northeast Harbor Planning District. The Gerald Desmond Bridge is one of the three bridges that connect surface highways to Terminal Island in the harbor area. Figure 1 shows the project location in both a regional and local context.

The project area is within a heavily urbanized portion of southern California. The immediate vicinity of the project is Port-related industrial uses. The combined ports of Long Beach and Los Angeles are the fifth largest container port in the world. The topography of the study area is flat and has been extensively modified through port and roadway development over the last 80 years. The Gerald Desmond Bridge was constructed in 1966 and was seismically upgraded in 1995. The existing bridge provides five 12-ft-wide travel lanes and no shoulders. It includes two travel lanes in each direction plus a third climbing lane in the uphill direction on both approaches of the bridge. The climbing lanes are dropped at the crest of the bridge. There is a transition from two to three lanes in each direction on Ocean Boulevard east of the Pico Avenue interchange and west of the Pier T interchange.

Project Alternatives

Several project alternatives were evaluated as part of the project development process. Two alternatives, including a no build and a build alternative, were identified to carry forward for full environmental impact analysis. These alternatives have been evaluated based on the project purpose and need. A brief description of each alternative is presented below.

No Build Alternative

The No Build Alternative would allow the existing bridge structure and interchanges within the project area to remain in place with the current configurations. This option would restrict traffic capacity between Route 710 and Terminal Island, and retain a physically deteriorated bridge in service. The existing Gerald Desmond Bridge would continue to be seismically inadequate and subject to damage or collapse under strong seismic conditions. Maintenance activities would continue; the bridge is expected to continue to deteriorate over time as its useful life is eroded further and as earthquakes of various magnitudes are experienced.

Identified Preferred Build Alternative (North-Side Alternative)

The North-side Alternative would provide a new bridge located approximately 120 ft (37 m) north of the existing bridge (measured from centerline). This alternative bridge alignment would provide three travel lanes in each direction along the new bridge structure with five percent approach grades. This alignment utilizes the land between the existing bridge and the Long Beach Generating Station (formerly Southern California Edison), and it would minimize impacts to the new Pier T facility located south of the existing bridge.

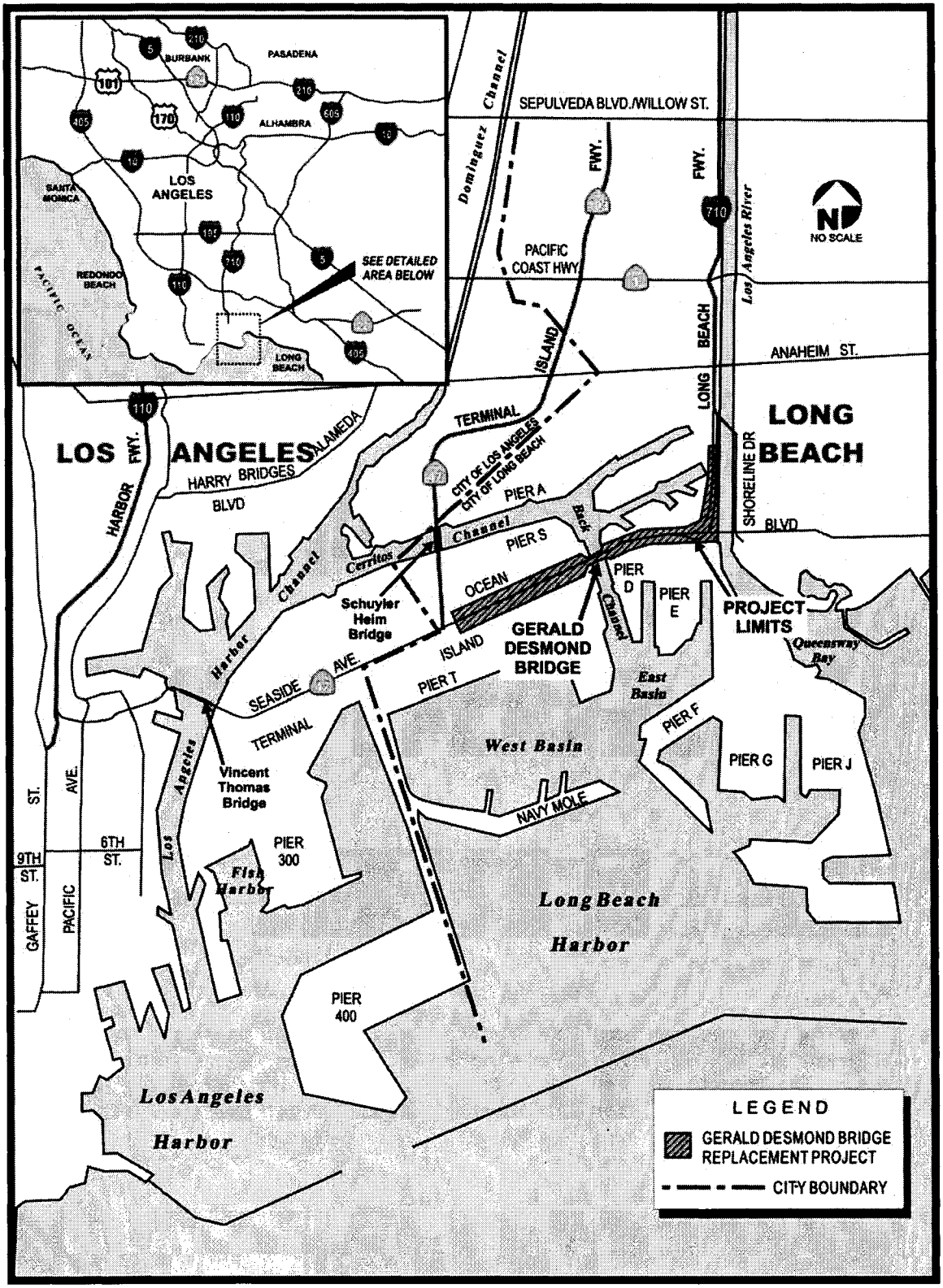


Figure 1
Gerald Desmond Bridge Replacement Project Vicinity and Project Location Map

At the Route 710 interchange, a configuration similar to the existing configuration, where the connectors link Route 710 with the outside lanes of the Gerald Desmond Bridge, would be provided. Ramps (a two-lane off-ramp in the eastbound direction and a single-lane on-ramp in the westbound direction) would be used to join the median of the new Gerald Desmond Bridge with Ocean Boulevard to and from downtown Long Beach. A new loop ramp would be used to replace the existing ramp between the westbound Gerald Desmond Bridge and Pico Avenue. The existing ramps between the eastbound Gerald Desmond Bridge and Pico Avenue would be partially reconstructed to join the new connectors from Route 710. This interchange concept enables trucks traveling to and from Route 710 to remain in the outside lanes, while cars traveling to and from downtown Long Beach via Ocean Boulevard remain in the inside lanes. This approach minimizes the intermixing of cars and trucks accessing the above facilities.

The Pier T Avenue (Terminal Island East) interchange would use "horseshoe"- shaped ramps to provide access from westbound Gerald Desmond Bridge to Pier T Avenue and from Pier T Avenue to eastbound Gerald Desmond Bridge. Additional ramp connections would be provided between Pier T Avenue and both Ocean Boulevard and the one-way frontage roads created by the Ocean Boulevard/Terminal Island Freeway interchange project. These ramps would allow full access between Pier T Avenue and Ocean Boulevard in all directions.

4. PROJECT IMPACT ANALYSIS

4.1 Project Compliance with CFR 93.116 and 93.123

Section 93.116 (a) of 40 CFR states that an FHWA/Federal Transit Authority (FTA) project must not cause or contribute to any new localized $PM_{2.5}$ violations or increase the frequency or severity of any existing PM_{10} or $PM_{2.5}$ violations in nonattainment or maintenance areas. The regulations further state that projects may satisfy this requirement without an analysis of their potential to create particulate matter hot spots, provided that they do not meet the criteria set forth in Section 93.123 (b) for "projects of air quality concern (POAQC)."

A project may be considered to have one of three types of status: (1) Exempt; (2) Not be exempt but not be a POAQC based on the specific parameters established in the regulations; and (3) It may be a POAQC, which requires that a qualitative hot-spot analysis be conducted. *The Gerald Desmond Bridge Replacement project does not meet the definition of an exempt project under Section 93.126 or 93.128.*

The 2006 Final Transportation Conformity Rule defines a POAQC that requires PM_{10} and $PM_{2.5}$ hot-spot analysis in 40 CFR 93.123(b)(1) as:

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

(ii) Projects affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project falls within the category of new or expanded highway projects with a significant number of diesel vehicles, and it would be affecting intersections that are at LOS D, E, or F with a significant number of diesel vehicles. It would be considered as a POAQC based on the criteria listed in the final conformity rule (40 CFR 93.123 (b)(1)). Therefore, a qualitative project-level hot-spot assessment was conducted to assess whether the project would cause or contribute to any new localized PM_{10} or $PM_{2.5}$ violations, or increase the frequency or severity of any existing violations, or delay timely attainment of the PM_{10} or $PM_{2.5}$ NAAQS.

4.2 Analysis Methodology and Types of Emissions Considered

The proposed project is located in the South Coast Air Basin (SCAB), which is designated as nonattainment for the federal PM_{10} and $PM_{2.5}$ standards. In order to implement the hot-spot analysis requirements of the March 10, 2006 final rule, the *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (Guidance) *[EPA420-B-06-902, March 2006]* was used to perform this Qualitative Hot Spot Analysis.

The analysis was based on directly emitted $PM_{2.5}$ and PM_{10} emissions, including tailpipe, break wear, and tire wear. Secondary particles formed through PM precursors take several hours to form in the atmosphere; thus, they would be dispersed beyond the immediate project vicinity; therefore, they are not considered in a hot-spot analysis. Secondary emissions are included in the regional emission analysis prepared for the conforming RTP and TIP. Vehicles cause dust from paved and unpaved roads to be re-entrained or resuspended in the atmosphere. According to the 2006 Final Rule, road dust emissions are to be considered for PM_{10} hot-spot analysis. For $PM_{2.5}$, road dust emissions are only to be considered in hot-spot analysis if EPA or the state air agency has made a finding that such emissions are a significant contributor to the $PM_{2.5}$ air quality problem (40 CFR 93.102(b)(3)). EPA or CARB have not made such finding of significance; therefore, these emissions are not included in this analysis.

Additionally, the proposed project construction would last less than 5 years; therefore, temporary construction emissions are not considered in this analysis.

Trend Analysis. For performing the trend analysis, PM_{10} and $PM_{2.5}$ ambient air quality data from monitoring stations within the proposed project area were utilized. This data was compared with PM_{10} and $PM_{2.5}$ NAAQS and also examined for trends to predict future conditions in the project vicinity. In the following sections, the project impacts, as well as the likelihood of these impacts interfering with the ambient $PM_{2.5}$ and PM_{10} levels to cause hot spots, are discussed. The opening year (2015), as well as the horizon year of 2030, were considered for the analysis.

Data Consideration

Particulate Levels in the Project Area

The recorded recent data available from the North Long Beach Monitoring Station, which is closest to the project site, include data for the years 1999 to 2006. Table 1 and Figure 2 show the particulate concentrations and their historical trend (both PM_{10} and $PM_{2.5}$), as recorded at this Monitoring Station. Table 1 provides the measured concentrations and the number of days that

the applicable NAAQS was exceeded. Figure 3 includes normalized concentrations and shows the trend of the pollutant changes in the area. Normalized concentrations represent the ratio of the highest measured concentrations in a given year to the applicable national standard. Therefore, normalized concentrations lower than one indicate that the measured concentrations were lower than the ambient air quality standard. The monitored data show the following trends:

- **Respirable Particulate Matter (PM_{10})** – During the recorded period of 1999 to 2006, both the 24-hour maximum and the annual average monitored data were well below the NAAQS. The highest recorded 24-hour concentration during the period of 1999 to 2006 was 91 $\mu g/m^3$, recorded in 2001. The highest annual average was 39 $\mu g/m^3$ for 1999. The NAAQS were not exceeded at any time during the last 8 years at the monitoring station.

- **Fine Particulate Matter ($PM_{2.5}$)** – During the recorded period of 1999 to 2005, the 24-hour 98th percentile concentration, which was averaged over 3 years, remained below the NAAQS (57 to 45 $\mu g/m^3$, or between 88 percent and 70 percent of the standard level), with a higher declining rate since 2002. The annual mean $PM_{2.5}$ concentration exceeded the NAAQS every year; however, the data show a declining trend. Specifically, from 2001 to 2003 the annual average concentrations show an approximate 8.5 percent reduction rate, which is very little change from 2003 and 2004, and a higher reduction rate of approximately 12 percent from 2004 to 2005 (17.9 $\mu g/m^3$ to 15.9 $\mu g/m^3$) concentrations. The data indicates a general declining trend for the ambient $PM_{2.5}$ concentrations in the project area.

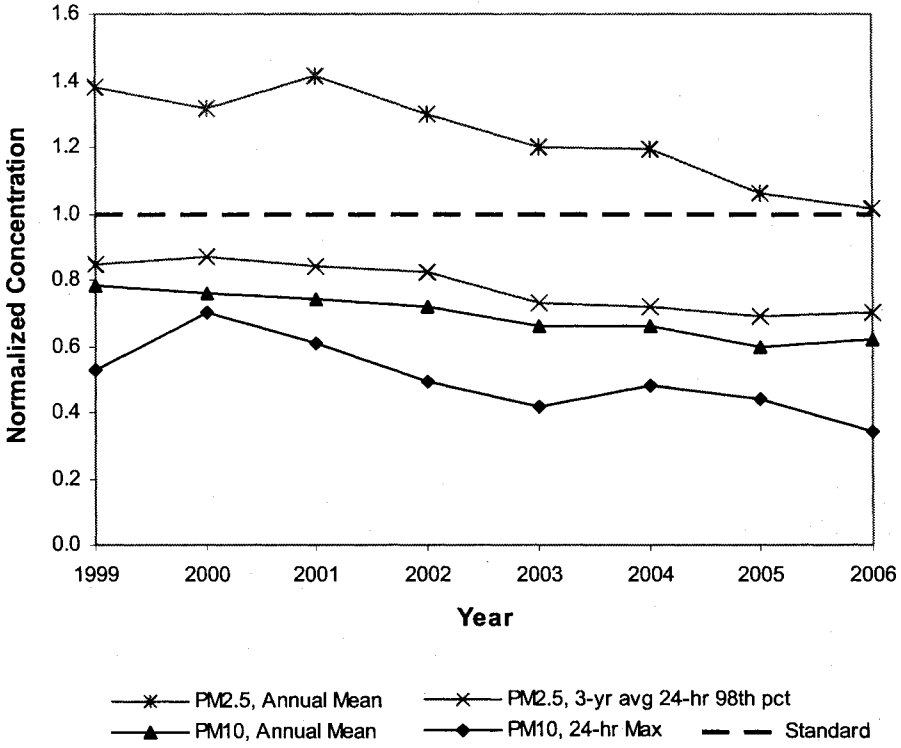
Table 1. Particulate Matter Data Summary (North Long Beach Monitoring Station)

Pollutant	Standard ($\mu g/m^3$)	Recorded Concentrations ($\mu g/m^3$)							
		1999	2000	2001	2002	2003	2004	2005	2006
Respirable Particulate Matter (PM_{10})	(24-Hour)								
	1st Maximum Concentration ($\mu g/m^3$)	79	105	91	74	63	72	66	51
	Days > NAAQS (150 $\mu g/m^3$)	0	0	0	0	0	0	0	0
	(Annual Average)								
	Annual Arithmetic Mean (50 $\mu g/m^3$)	39	38	37	36	33	33	30	31
Fine Particulate Matter ($PM_{2.5}$)	(24-Hour)								
	1st Maximum Concentration ($\mu g/m^3$)	67	82	73	63	115	67	54	59
	98th Percentile of 24-hr Concentration ($\mu g/m^3$)	51	64	49	47	47	46	41	50
	Days > NAAQS (65 $\mu g/m^3$)	0	0	0	0	0	0	0	0
	3-year Average 98th Percentile ($\mu g/m^3$)[a]	55	57	55	53	48	47	45	46
	(Annual)								
	Annual Arithmetic Mean (15 $\mu g/m^3$)	**20.7**	**19.7**	**21.2**	**19.5**	**18.0**	**17.9**	**15.9**	**15.2**

[a] *Attainment condition for $PM_{2.5}$ is that the 3-year average of the 98th percentile of 24-hour concentrations at each monitor within an area must not exceed 65 $\mu g/m^3$. Annual exceedances are shown in bold type.*

Source: CARB, 2006.

Figure 2. Normalized Monitored PM Concentrations – 1999 to 2006
North Long Beach Monitoring Station



Future Trends

The area surrounding the project is mostly built out and consists primarily of industrial and Port-related uses. The climate and meteorology at the project site are typical of coastal areas, with variable winds during the day that facilitate the dispersion of pollutants better than in the inland areas. Therefore, the future air quality is expected to improve as per the trend shown in Table 1 and Figure 2 and also in the SIP.

The proposed project is included in the RTP; thus, it is included in the SCAB air quality modeling efforts for the region, as provided in the 2003 AQMP.

Basin Trends

SCAQMD's 2003 AQMP includes modeled estimates of future air quality levels within the SCAB. The modeling results that are reported in the 2003 AQMP indicate that particulate matter emissions and other criteria pollutants have decreased significantly with implementation of new air quality standards and more stringent rules and regulations. Additionally, comparisons with recent year projections show that the air quality is improving at a greater rate than what was projected by the models.

Table 2, which was derived from Chapter 10 (Looking Beyond Current Requirements) of the 2003 AQMP, provides a comparison of the monitored 2001 PM levels to the model predicted values for 2006 and 2010. As shown, the projected data indicates a trend of decreasing ambient PM concentrations from 2001 to 2010.

Table 2. Comparison of Particulate Matter Ambient Concentrations

Pollutant (Averaging Time)	Standard (µg/m³)	2001		2006		2010	
		Observed Max Value (µg/m³)	% Above Standard	Observed Max Value (µg/m³)	% Above Standard	Observed Max Value (µg/m³)	% Above Standard
PM_{10} (24-hour)	150	219	46	150	-	133	-
PM_{10} (Annual)	50	63	26	49	-	45	-
$PM_{2.5}$ (24-hour)	65	98	51	97	49	68	5
$PM_{2.5}$ (Annual)	15.0	31	107	29	95	27	80

[1] *2010 projected data include the 2003 Control Strategies.*
Source: South Coast Air Quality Management District, 2003 AQMP, Chapter 10.

The monitored PM ambient concentrations at the Long Beach Station, shown in Table 1, support the model predicted trends, as the recorded PM_{10} and $PM_{2.5}$ levels at the monitoring station between the years 1999 and 2005 for both the 24-hour levels and average annual values show a general declining trend.

Project Traffic Impacts

The proposed project would replace the existing physically and functionally deficient Gerald Desmond Bridge with a new structure that would be able to carry the projected traffic volume increase in the area. In addition, the project includes the reconfiguration of freeway interchanges within the project limit and some arterial street intersections. Therefore, the project would improve traffic operations along segments of Ocean Boulevard, the Gerald Desmond Bridge, and freeway ramps and interchanges, as well as intersections within the project corridor.

Roadway Segments

The existing bridge has two travel lanes in each direction, with a truck climbing lane at the ascending direction up to the crest of the bridge, where they merge back to the two-lane configuration. The need for the truck climbing lanes, coupled with the traffic congestion during the morning and afternoon peak operation hours, have led to a higher than statewide average accident rate on this facility. The Gerald Desmond Bridge Replacement Project would include roadway and circulation improvements, which would reduce non-recurring congestion in the project area. Non-recurring congestion is traffic congestion related to automobile crashes, disabled vehicles, work zones, adverse weather events, and planned special events (FHWA, 2006). The addition of a 9.8 ft (3 m) outside shoulder and an 11.8 ft (3.6 m) inside shoulder at the approaches of the new bridge would provide room for emergency response vehicles, roadway maintenance personnel and disabled automobiles without causing major congestion/roadway closures to occur. These improvements in access would reduce delays in traffic thereby providing the benefit of improved air quality in the project area.

Tables 3 and 4 present a comparison of average daily traffic conditions for the No Build and Build Alternatives in opening year 2015 and horizon year 2030, respectively. The comparison indicates that the average daily traffic is approximately the same with implementation of the project. The slight volume decrease shown in the westbound direction of Ocean Boulevard is due to a change in configuration of the westbound horseshoe on-ramp.

Table 5 provides the peak hour VMT within the project area for the No Build and Build Alternatives. As shown, the VMTs are slightly lower for the Build Alternative compared to the No Build Alternative, and the average vehicle travel speed would slightly increase in the project area. Both of these effects would translate into a decrease in vehicle emissions.

Table 3. Comparison of Roadway Segments Traffic Conditions for the No Build and Build Alternatives (Opening Year 2015)

Roadway Segment	AADT (All Vehicles)			Truck AADT and Percentage				
				No Build		Build		
	No Build	Build	% AADT Change	AADT	% Trucks	AADT	% Trucks	% AADT Change
Ocean Boulevard								
Navy Way to Pier S Avenue								
Eastbound	41,915	41,915	0	12,811	30.6	12,812	30.6	0.01
Westbound	37,910	37,853	-0.15	11,479	30.3	11,471	30.3	-0.07
Pier S Avenue to Terminal Island Fwy								
Eastbound	35,648	35,648	0	8,955	25.1	8,956	25.1	0.01
Westbound	30,749	29,320	-4.65	5,654	18.4	5,465	18.6	-3.46
Terminal Island Fwy to Horseshoe Ramps								
Eastbound	37,786	37,787	0	10,132	26.8	10,133	26.8	0.01
Westbound	33,694	31,996	-5.04	7,378	21.9	7,170	22.4	-2.90
I-710 Connector Ramps to Downtown								
Eastbound (from Northbound Ramp to Downtown)	6,823	6,823	0	0	0	0	0	0
Westbound (from Downtown to Southbound Ramp)	10,450	10,449	-0.01	0	0	0	0	0
Gerald Desmond Bridge								
Eastbound	40,868	40,868	0	12,235	29.9	12,236	29.9	0.01
Westbound	36,193	35,865	-0.91	10,545	29.1	10,517	29.3	-0.27
Northbound I-710 Connector Ramp	26,004	26,003	0	4,587	17.6	4,587	17.6	0
Southbound I-710 Connector Ramp	19,007	19,007	0	4,999	26.3	4,999	26.3	0
I-710 between Pacific Coast Highway and Willow Street Northbound	26,004	26,003	0	4,587	17.6	4,587	17.6	0
Southbound	19,007	19,007	0	4,999	26.3	4,999	26.3	0

AADT – average annual daily traffic
Source: MMA, 2006.

Table 4. Comparison of Roadway Segments Traffic Conditions for the No Build and Build Alternatives (Horizon Year 2030)

Roadway Segment	AADT (All Vehicles)			Truck AADT and Percentage				
				No Build		Build		
	No Build	Build	% AADT Change	AADT	% Trucks	AADT	% Trucks	% AADT Change
Ocean Boulevard								
Navy Way to Pier S Avenue								
Eastbound	59,541	59,558	0.03	22,019	37	22,029	37	0.05
Westbound	57,720	57,640	-0.14	22,653	39.2	22,621	39.2	-0.14
Both Directions	117,261	117,198	-0.05	44,672	38.1	44,650	38.1	-0.05
Pier S Avenue to Terminal Island Fwy								
Eastbound	48,314	48,331	0.04	15,543	32.2	15,553	32.2	0.06
Westbound	49,231	47,066	-4.40	16,733	34	16,478	35	-1.55
Both Directions	97,545	95,397	-2.20	32,276	33.1	32,031	33.6	-0.76
Terminal Island Fwy to Horseshoe Ramps								
Eastbound	54,346	54,364	0.03	19,835	36.5	19,846	36.5	0.06
Westbound	56,027	53,414	-4.66	21,295	38	20,998	39.3	-1.41
Both Directions	110,373	107,778	-2.35	41,130	37.3	40,844	37.9	-0.70
I-710 Connector Ramps to Downtown								
Eastbound (from Northbound Ramp to Downtown)	7,056	7,056	0	0	0	0	0	0
Westbound (from Downtown to Southbound Ramp)	11,896	11,896	0	0	0	0	0	0
Gerald Desmond Bridge								
Eastbound	62,162	62,180	0.03	26,276	42.3	26,287	42.3	0.04
Westbound	62,500	61,972	-0.84	28,080	44.9	28,005	45.2	-0.27
Both Directions	124,662	124,152	-0.41	54,356	43.6	54,292	43.7	-0.12
Northbound I-710 Connector Ramp	59,541	59,558	0.03	22,019	37	22,029	37	0.05
Southbound I-710 Connector Ramp	57,720	57,640	-0.14	22,653	39.2	22,621	39.2	-0.14
I-710 between Pacific Coast Highway and Willow Street Northbound	48,314	48,331	0.04	15,543	32.2	15,553	32.2	0.06
Southbound	49,231	47,066	-4.40	16,733	34	16,478	35	-1.55
Both Directions	97,545	95,397	-2.20	32,276	33.1	32,031	33.6	-0.76

Source: MMA, 2006.

Table 5. Vehicle Miles Traveled and Average Vehicle Speed in Project Area

Vehicle Type	2015 PM Peak Hour				2030 PM Peak Hour			
	VMT		Average Speed (mph)		VMT		Average Speed (mph)	
	No-Build	Build	No-Build	Build	No-Build	Build	No-Build	Build
Port Autos	61,959	61,719	27	28	83,393	83,172	20	20
Port Trucks	35,874	35,766	30	31	50,223	49,951	21	21
Regional (Autos & Trucks)	395,623	394,595	31	31	425,605	425,081	27	27
Total Vehicles	493,456	492,080	31	31	559,222	558,204	25	26

Source: MMA, 2006

Intersections

As a result of the proposed project, delays due to traffic congestion at the project intersections would be greatly reduced, and the average vehicle travel speed would slightly increase. Both of these effects would translate into a decrease in vehicle emissions. In 2030, the LOS at the intersections within the project area would be improved by implementing the Build Alternative. Tables 15 and 16 compare the PM peak-hour intersection conditions of the No Build Alternative to the Build Alternative for 2015 and 2030, respectively. Among the 11 intersections that were analyzed, the LOS of the Build Alternative would improve at 9 intersections compared to the No Build Alternative. The intersection of Pico Avenue and Broadway would have a worse LOS compared to the No Build Alternative (B versus A); however, the intersection would operate at LOS B with no potential congestion or hot-spot condition. The intersection of Pico Avenue and Pier E Street would operate at LOS F under both the No Build and Build Alternatives, but will improve to LOS (TBD) for the Build Alternative.

An emissions increase of PM would occur when the project results in a significant increase in ADT and VMT in the project area and/or an increase in traffic congestion and delays. The delay would be mostly at intersections where vehicles are accumulating and idling, and they would have worse LOS than with the No Build Alternative. It is unlikely that PM hot spots would be associated with the proposed action because local accumulation and delay of vehicles would be reduced by the project. The proposed project would not increase diesel truck percentages in the project area, and there would be a slight reduction of VMT when implementing the proposed project. Thus, the project is not expected to cause any concern with respect to localized concentrations of $PM_{2.5}$ or PM_{10}.

In conclusion, the proposed project would improve the operations of the intersections and increase the vehicle speed in the project area. Accordingly, it is unlikely that PM emissions associated with the proposed action would cause significant adverse impacts to the existing air quality.

Table 6. Comparison of Intersection Traffic Conditions for the No Build and Build Alternatives (Opening Year 2015)

Intersection	Opening Year - 2015					
	No Build Alternative			Build Alternative		
	LOS	Delay/ Vehicle	V/C	LOS	Delay/ Vehicle	V/C
Terminal Island Freeway/Ocean Boulevard	E	-	0.946	D	-	0.879
Pier S Avenue/Ocean Boulevard	C	-	0.723	B	-	0.664
Terminal Island Freeway/Southbound Off-Ramp New Dock Street	B	10.9	0.001	B	10.7	0.001
Terminal Island Freeway/Northbound On-Ramp New Dock Street	B	11.5	0.412	B	10.7	0.335
Pier S Avenue/New Dock Street	A	-	0.367	A	-	0.369
Navy Way/Seaside Avenue	E	-	0.955	E	-	0.979
Pico Avenue/Pier B Street/9th Avenue	A	-	0.587	A	-	0.600
Pico Avenue/Pier C Street	A	-	0.324	A	-	0.326
Pico Avenue/Pier D Street	C	17.2	0.768	C	16.4	0.746
Pico Avenue/Broadway	A	9.4	0.001	B	10.4	0.001
Pico Avenue/Pier E Street	D	27.6	0.899	E	32.6	0.973

Source: MMA, 2006.

Table 7. Comparison of Intersection Traffic Conditions for the No Build and Build Alternatives (Horizon Year 2030)

Intersection	Opening Year – 2015					
	No Build			Build		
	LOS	Delay/ Vehicle	V/C	LOS	Delay/ Vehicle	V/C
Terminal Island Freeway/Ocean Boulevard	F	-	1.313	F	-	1.294
Pier S Avenue/Ocean Boulevard	F	-	1.213	F	-	1.102
Terminal Island Freeway/Southbound Off-Ramp New Dock Street	C	17.7	0.001	C	16.8	0.001
Terminal Island Freeway/Northbound On-Ramp New Dock Street	E	47.8	1.013	D	28.5	0.880
Pier S Avenue/New Dock Street	C	-	0.743	B	-	0.643
Navy Way/Seaside Avenue	F	-	1.122	F	-	1.151
Pico Avenue/Pier B Street/9th Avenue	C	-	0.712	B	-	0.645
Pico Avenue/Pier C Street	A	-	0.432	A	-	0.431
Pico Avenue/Pier D Street	E	49.5	1.158	E	44.1	1.117
Pico Avenue/Broadway	B	10.6	0.001	B	12.2	0.001
Pico Avenue/Pier E Street	F	89.2	1.286	D	-	0.885

Source: MMA, 2006.

Direct Operational Emissions from Vehicles Traffic

The primary source of air pollutants emissions generated by the proposed project would be from motor vehicles traveling within the project corridor. To determine the regional direct operational impact, the emission analysis was performed for the project study area between Interstates 710, 110, 405, and the Port (Ocean Boulevard). Particulate matter (PM_{10} and $PM_{2.5}$) emissions from vehicles traveling in the project study area were estimated and compared with the No Build alternative for the years 2015 and 2030. Peak hour VMT data of the No Build and Build Alternatives were provided by the project Traffic Study Report (Meyer, Mohaddes Associates, 2006). Emission factors were obtained using EMFAC2002 model (CARB, 2002). Emissions were calculated based on three major categories of vehicles: 1) for regional traffic (all vehicles), the composite emission factors (ALL) for Los Angeles County vehicle mix; 2) for port autos, the passenger car emission factor (LDA), and 3) for port trucks the EMFAC2002 emission factors of heavy heavy duty diesel trucks (HDT). The emission factors selected from the EMFAC2002 results were based on the projected average speed for each of the considered vehicle categories, per traffic study. The results are summarized in Table 8. As shown, emissions of PM_{10} and $PM_{2.5}$ are estimated to be slightly lower than those from the No-Build Alternative. This is due to the lower VMTs and slightly higher speed of vehicle traffic for the project Build alternative compared to the No Build alternative.

Indirect Operational Emissions Impacts

The existing bridge is located over the main federal navigation channel (Back Channel) that serves the Port. It provides a vertical clearance of 156 ft (47.5 m) above mean high water level (MHWL), which has proven to be insufficient for the clearance of some existing container ships, as well as new vessels currently being constructed. The Gerald Desmond Bridge is one of the lowest bridges in any large commercial port in the world. The proposed bridge would provide a

Table 8. Summary of Operation Phase Motor Vehicle Emissions (lbs/day)

Year	Alternative	PM_{10} Total	$PM_{2.5}$ Total
Opening Year 2015	No Build	515	332
	Build	503	328
	Net Difference	-12	-4
Horizon Year 2030	No Build	581	376
	Build	567	365
	Net Difference	-14	-11

1. *Emissions are calculated using emission factors from EMFAC2002, at the projected average speed of each category of vehicles within the study area (from Traffic Study Report).*
2. *VMT and average speed data are summarized in Table 5 of this Report.*

higher vertical clearance of 200 ft (61 m), which would allow the passage of larger, taller vessels; as such, the project would have potential indirect impacts on air quality by affecting the marine traffic. However, as the Port's Transportation Growth Inducement Analysis concluded, the bridge height would not cause substantial change in marine traffic of larger vessels for the following reasons.

- Given the current plans for Piers A and S, both facilities are constrained by the size of their container storage yard. That is, the berths can accommodate more cargo than the container storage yards can handle. Furthermore, Pier S would be one of the smallest container terminals in San Pedro Bay; thus, it is expected that ships in the largest category would not call at Pier S. Pier A is a better candidate for hosting the largest forecasted marine vessels.
- The Gerald Desmond Bridge height is not the only navigational constraint for Piers A and S. Most significant is the Back Channel depth under the bridge. Navigational safety concerns would require the Port to widen the channel to 315 ft (96 m) at a maximum water depth of 52 ft (16 m) at mean lower low water. However, even with these improvements, the largest ship would not be able to navigate the channel safely. Vessels would require a wider channel and deeper water, which are not considered feasible or cost effective for the foreseeable future.

Based on these results, it can be concluded that the potential growth inducement associated with the proposed project would not be significant, and it is not expected to result in considerable emissions of air pollutants. As such, the impact of indirect emissions would be less than significant and thus, was not considered for further analysis in this report.

PM_{10} and $PM_{2.5}$ Regional Impact

Regional impacts from criteria pollutants, including PM_{10} and $PM_{2.5}$, associated with transportation projects that are listed in the RTIP, are included in the regional emissions analysis conducted for the AQMP and SIP, both of which meet the regional conformity requirements. In addition, it is unlikely that the project would cause a regional air quality impact for PM because the analysis conducted for the SIP for ozone attainment would be similar to the analysis required for secondary $PM_{2.5}$ formation, and progress toward attainment of the standard would be achieved.

The proposed project is referenced in Appendix I of the federally approved 2004 RTP, within the "2004 RTP – Los Angeles County, Local Highways" list, under the following three projects:

- LA000512 Gerald Desmond Bridge Replacement

The Gerald Desmond Bridge Replacement Project is also listed in the Final 2006 RTIP – Los Angeles County Local Highways Projects list, under the conformity category "non-exempt" in two parts (see Appendix B for a copy of the RTIP page, including project), as follows:

- LA000512 Model No.: 1248; – Gerald Desmond Bridge Replacement (SAFETEA-LU PNRS #14 – SEC 1301B); and
- LA0F011 Model No.: L424; – Ocean Boulevard over Entrance Channel, UPRR, 1.0 mile east of State Route 47. Replace existing 5-lane Gerald Desmond Bridge with new 6-lane bridge (BRIDGE #53C0013)

The Gerald Desmond Bridge project is consistent with the 2004 RTP adopted by SCAG and is included in the final 2006 RTIP (adopted October 2, 2006). Both of these have been found to conform with the SIP. The regional air quality impacts would be less than significant.

5. CONCLUSION

The project purpose is to replace the existing physically and functionally deficient Gerald Desmond Bridge with a structurally sound and seismically resistant structure that would meet vehicular and shipping needs for its planned 100-year design life. The proposed project improvements would also improve local traffic conditions and access to the Port area.

Historical meteorological and climatic data indicate that the regional and local meteorological and climatic conditions have been relatively consistent within the last 30 years and likely consistency is anticipated until the horizon year of 2030. In addition, no significant changes to the current general terrain and geographic characteristics of the project in relation to the coastal SCAB areas are anticipated.

The air quality data, recorded at the closest local monitoring station, shows a declining trend of background particulate (PM_{10} and $PM_{2.5}$) concentrations within the project area. The monitoring data indicate that the NAAQS for the 24-hour standard has not been exceeded during the last seven years, and the annual PM_{10} concentration was not exceeded during the last seven years. and $PM_{2.5}$ concentrations are projected to continue to meet the NAAQS. Although the annual $PM_{2.5}$ concentration was exceeded the NAAQS, there is an overall trend of declining annual average concentrations similar to the trend in 24-hour data. Based on the current trend, the 24-hour and the annual average PM_{10} and $PM_{2.5}$ ambient concentrations would likely decrease further by years 2015 and 2030.

Total vehicle traffic and truck traffic volumes and VMT, for proposed Build alternative are projected to be similar to or slightly less than the no-build alternative by 2015 and 2030. An emissions increase of PM would occur when the project results in a significant increase in ADT and VMT in the project area and/or an increase in traffic congestion and delays. Based on the presented discussion, implementation of the proposed project would improve LOS, decrease delay at the project area intersections, and would increase the average vehicle speed, all of which are indication of reduced congestion and idling of vehicles. The proposed project would not increase diesel truck percentages in the project area substantially, and there would be a slight reduction of VMT when implementing the proposed project. Thus the project is not expected to cause any concern with respect to localized concentrations of PM_{10} or $PM_{2.5}$.

The above discussions demonstrate that future new or worsened PM_{10} or $PM_{2.5}$ NAAQS violations are not anticipated, and therefore, the proposed project meets the conformity requirements in 40 CFR 93.123(b)(1)(i) to support state and local air quality goals with respect to potential localized air quality impacts..

6. REFERENCES

CARB. 2006. California Air Resources Board. Web site: *http://www.arb.ca.gov/aqs/* (Revised May 17, 2006). Accessed November.

EPA. 2006a. United States Environmental Protection Agency. *Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas.* (EPA420-B-06-902, March 2006).

———. 2006b. Final Revisions to the National Ambient Air Quality Standards for Particulate Pollution (Particulate Matter). EPA Web site: http://www.epa.gov/oar/particlepollution/naaqsrev2006.html

MMA. 2006. Meyer, Mohaddes Associates. Gerald Desmond Bridge Replacement Project Draft Traffic Analysis Report. October.

SCAQMD, 2003. South Coast Air Quality Management District, 2003 Air Quality Management Plan. South Coast Air Basin. August 1, 2003.

4.6 REVIEW OF PM HOT SPOT INTERAGENCY REVIEW FORMS

RTIP ID# *(required)* SBD No. 20040826 and SBD No. 200619

Project Description *(clearly describe project)*

A railroad grade separation at the intersection of Glen Helen Parkway and the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroads (project) is proposed by the County of San Bernardino. The grade separation would widen the existing Glen Helen Parkway from two lanes (one in each direction) to accommodate four traffic lanes (two in each direction). The proposed widening of Glen Helen Parkway would extend from Glen Helen Road at STA 10+00 to Cajon Boulevard at STA 44+00 (Alternative 1)/STA 45+00 (Alternative 2) with a project length of 3,400/3,500 feet. In addition to the grade separation, the project will include replacement of an undersized bridge for Glen Helen Parkway over Cajon Wash and the realignment of the Glen Helen Parkway/Cajon Boulevard intersection to a T-intersection to eliminate the existing skewed approach. The bridge replacement on Glen Helen Parkway over the Cajon Wash would be widen from two lanes (one in each direction) to four lanes (two lanes in each direction).

Alternative 1 has little curvature and is slightly offset to the west from the existing Glen Helen Parkway alignment and then proceeds to a T-intersection with Cajon Boulevard. Grades for Alternative 1 approaching the intersection will range from 3 to 6 percent. Access to the remaining parcels along Glen Helen Parkway would be accommodated by a new loop exit on the south side of the railroad tracks and utilization of existing Glen Helen Parkway on the north side of the railroad tracks. The bridge replacement over Cajon Wash would begin at STA 22+00 and ending at STA 27+00 for a total length of 500 feet.

Alternative 2 angles east across Cajon Wash and realigns parallel to the east from the existing Glen Helen Parkway alignment south of the existing railroad tracks. It then proceeds straight and bend north perpendicular to the intersection with Cajon Boulevard. Grades for Alternative 2 approaching the intersection will also range from 3 to 6 percent. The bridge replacement over Cajon Wash would begin at STA 20+00 and ending at STA 25+00 for a total length of 500 feet.

Type of Project *(use Table 1 on instruction sheet)*

Roadway Realignment

County	**Narrative Location/Route & Postmiles:** Devore area of San Bernardino County, (08-SBD)
San Bernardino	**Caltrans Projects – EA#**

Lead Agency: County of San Bernardino, 825 E. Third Street, CA 92415

Contact Person	**Phone#**	**Fax#**	**Email**
Chris Saed	(909) 387-8130	(909) 387-7877	csaed@dpw.sbcounty.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X			

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	Feb-2006	Feb-2008	Feb-2008	Jan-2010
End	Feb-2008	Feb-2009	Feb-2009	Jan-2012

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The proposed Glen Helen Parkway Grade Separation project is needed to improve capacity and safety within the project limits (Glen Helen Parkway between Glen Helen Road and Cajon Boulevard). Before and after entertainment events at the Hyundai Pavilion at Glen Helen (in Glen Helen Regional Park), traffic backs up along Glen Helen Parkway when event attendees enter and exit the park. This traffic backup creates the potential for conflicts with the UPRR and BNSF Railroad operations to the north of Glen Helen Regional Park.

In addition, the bridge over Cajon Wash for Glen Helen Parkway is undersized. During heavy rain storms, the Wash exceeds the capacity of the bridge and flows over Glen Helen Parkway in a depressed area in the roadway. This flow over the roadway creates a safety hazard. During regular seasonal flows, the design of the bridge creates scour downstream on the western bank, which is undermining the reserve parking area for Glen Helen Regional Park. Therefore, re-design of the bridge will enhance safety for Glen Helen Parkway and assist in the protection of the Park.

Therefore, the proposed project will address safety issues on Glen Helen Parkway associated with the at-grade railroad crossing and the bridge over Cajon Wash.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Surrounding land uses within the project vicinity include single-family residential, office, commercial, recreational, and open space. The proposed Glen Helen Parkway Grade Separation would not generate additional traffic.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Glen Helen Parkway between 1-15 NB Ramps and Cajon Boulevard	Existing	2006	5,800 AADT	290 AADT (5%)	E

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Glen Helen Parkway between 1-15 NB Ramps and Cajon Boulevard	NoBuild	2030	33,600 AADT	1,680 AADT (5%)	F
	Alternative 1	2030	33,600 AADT	1,680 AADT (5%)	D
	Alternative 2	2030	33,600 AADT	1,680 AADT (5%)	C

It should be noted that the project would increase capacity on Glen Helen Parkway; however, the project would not increase truck volumes.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Cajon Boulevard	Existing	2006	7,700 AADT	693 AADT (9%)	B

RTP Horizon Year / Design Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Cajon Boulevard	NoBuild	2030	24,800 AADT	2,232 AADT (9%)	F
Cajon Boulevard	Alternative 1	2030	24,800 AADT	2,232 AADT (9%)	D
Cajon Boulevard	Alternative 2	2030	24,800 AADT	2,232 AADT (9%)	C

It should be noted that the project would increase capacity on Glen Helen Parkway; however, the project would not increase truck volumes.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Traffic patterns will change slightly due to the proposed reconfiguration at the Glen Helen Parkway/Devore Road and Cajon Boulevard intersection.

Comments/Explanation/Details *(attach additional sheets as necessary)*

$PM_{2.5}$ and PM_{10} Hot Spot Analysis. The proposed project is located within a nonattainment area for federal PM2.5 and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in §93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern because of the following reasons:

i. The proposed project would widen Glen Helen Parkway and increase the capacity, but it would not result in any increases in traffic volumes along Glen Helen Parkway and Cajon Boulevard. Also, this type of project improves safety operations by realigning the Glen Helen Parkway/Cajon Boulevard intersection to a T-intersection and replacement of an undersized bridge for Glen Helen Parkway over the Cajon Wash. The traffic along Glen Helen Parkway would not exceed the 125,000 average daily trips threshold for POAQC. In addition, Glen Helen Parkway would not exceed the eight percent truck volume threshold for POAQC (truck AADT volumes would remain below 10,000 vehicles). Although Cajon Boulevard would exceed the eight percent truck volume threshold, the total truck ADT would remain below the 10,000 vehicles. The truck percentage along Glen Helen Parkway and Cajon Boulevard were obtained from the 24-hour vehicle counts provided in the Glen Helen Parkway Traffic Impact Analysis (Urban Crossroads, October 2006).

ii. The proposed project does not affect intersections that are at level of service D, E, or F with a significant number of diesel vehicles. Based on the Glen Helen Parkway Grade Separation Traffic Impact Analysis (Urban Crossroads October 4, 2006) the proposed project would reduce the delay and improve the LOS at the intersections within the project vicinity.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

RTIP ID# *(required)* 200157

Project Description *(clearly describe project)*

The City of Colton is proposing to improve traffic operations at the intersection of Main Street at Iowa Avenue, located on the boundary between the City of Colton and unincorporated Riverside County by installation of a traffic signal. In addition, Main Street currently connects to Iowa Avenue at an approximately 70° angle. The project would improve sight visibility at the intersection by creating a 90° connection. Improvements will be per city design standards and will extend approximately 100+feet on all three legs of this "T" intersection. In advance of this project, 5321 ft.^{2} of new right of way has been acquired at the northeast corner of the intersection.

Type of Project *(use Table 1 on instruction sheet)*

Intersection signalization. The proposed project is an intersection signalization project. This type of project improves roadway operations by reducing traffic congestion and improving traffic operations.

County	**Narrative Location/Route & Postmiles -- --**
San Bernardino	Intersection of Main and Iowa. **Caltrans Projects – EA#** STPL 5065(008)

Lead Agency: City of Colton, California

Contact Person	**Phone#**	**Fax#**	**Email**
Amanda Rhinehart	(909) 370-6100	(909) 370-5193	arhinehart@ci.colton.ca.us

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 (No X is needed)**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	11/02	11/07	6/07	2/08
End	4/07	12/07	12/07	9/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The City of Colton proposes to improve the traffic operation at the unsignalized Main Street and Iowa Avenue intersection. It is three legged intersection: Iowa Avenue is a north-south through arterial, and Main Street intersects from the east. Stop sign controls are on the Main Street approach to the intersection only.

Main Street currently connects to Iowa at an approximately 70-degree angle. The project will create a 90-degree connection and signalize the intersection. Improvements will be per City design standards and will extend to approximately 100+ feet approaching and leaving the intersection on both streets. The improvements are detailed on the project conceptual plans submitted to Caltrans.

Due to the poor sight visibility and high traffic volumes on Iowa Avenue, traffic approaching from Main Street during peak hours has extreme difficulty entering the intersection. During peak hours vehicles approaching from Main Street are often observed idling for up to five minutes before being able to enter the intersection. The proposed project will eliminate the safety and delay problems experienced by vehicles approaching from Main Street.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Iowa Avenue is immediately east of Interstate 215, and therefore has no development. The area to the northeast of the intersection is undeveloped. Southeast of the intersection the predominant land uses are industrial and commercial.

Current AADT on Iowa Avenue is 32,700 on the north leg, and 24,800 on the south leg. Current AADT on Main Street is 3100.

There are no major traffic generators east of the intersection. Most traffic on Iowa in the vicinity of the intersection is through traffic accessing Interstate 215 at the Iowa interchange.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

see below. The project is planned to be completed in late 2008. Traffic at the intersection is expected to increase due to anticipated development activity in the vicinity. The project will not divert or induce new traffic to the intersection.

Currently, about 4% of the vehicles entering the intersection on a daily basis are large trucks (two, three, four plus axles). The project will not affect the percentage of large trucks entering the intersection.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

see below.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

	Level of Service		AADT (1)		Daily Trucks	
Scenario	AM	PM	Iowa	Main	%age	Number
No build	F (3)	F (3)	36.9/26.6	7.0	4	2.8 (2)
Build	C	B	Same	Same	Same	Same

(1) *1000

(2) 2/3/4+ axles, *1000

(3) worst-case approach - un-signalized.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

	Level of Service		AADT (1)		Daily Trucks	
Scenario	AM	PM	Iowa	Main	%age	Number
No build	F (3)	F (3)	44.0/33.5	9.3	4	3.4(2)
Build	C	B	Same	Same	Same	Same

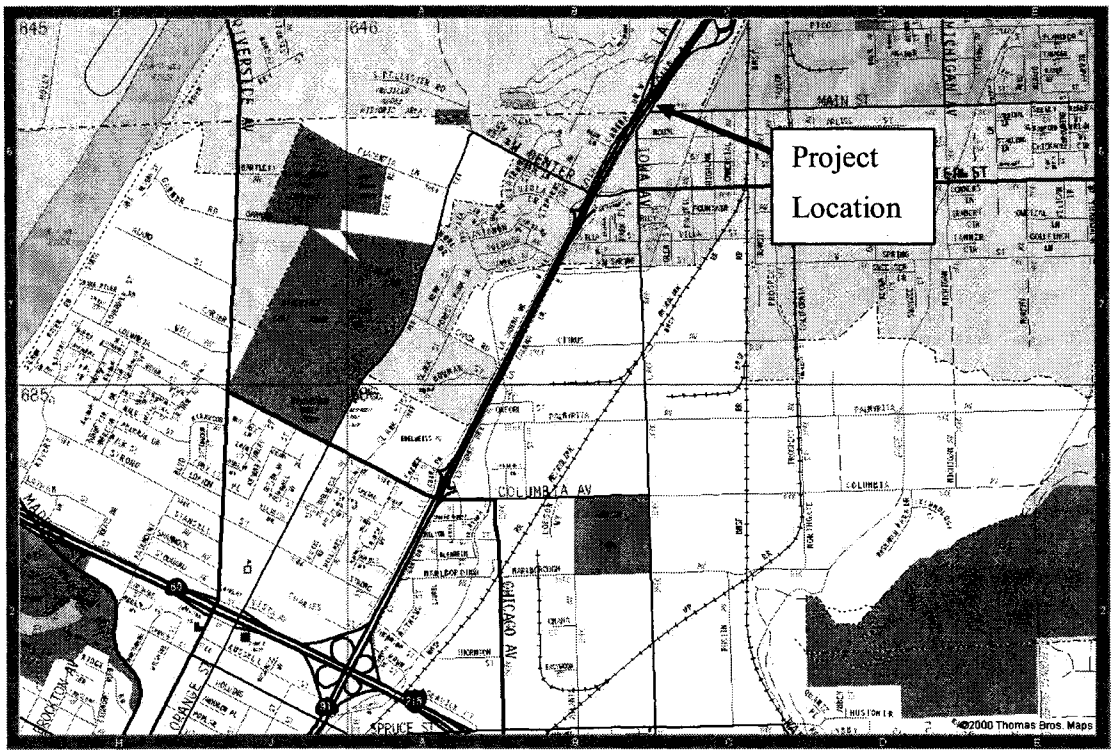
(1) *1000

(2) 2/3/4+ axles, *1000

(3) worst-case approach - un-signalized.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Project is not expected to redistribute traffic. Project will contribute to lower air pollutants due to congestion reduction.

Comments/Explanation/Details *(attach additional sheets as necessary)*



RTIP ID# *(required)* RIV990701

Project Description *(clearly describe project)*

State Route 60 is a major regional freeway that provides for east-west travel movements in Riverside, San Bernardino and Los Angeles Counties. The existing SR60 is a six-lane facility west of the Valley Way interchange and an eight-lane facility east of the Valley Way interchange. The Valley Way interchange is located on SR60 2.4 kilometers from the Pyrite Street interchange to the west and 3.2 kilometers from the Rubidoux Boulevard interchange to the east. Valley Way is a four-lane arterial road in the vicinity of the interchange. Valley Way connects the Rubidoux area and other communities to the north with the Pedley area and other communities to the south. The eastbound exit ramp terminal at Valley Way is unsignalized. The intersection of Valley Way and Mission Boulevard located immediately south at the eastbound exit ramp is signalized. Mission Boulevard is a four-lane arterial road operating parallel to and south of SR60.

The project improvements include relocating the eastbound exit ramp 800 meters west of the existing diamond interchange as a hook ramp onto Mission Boulevard and adding an additional eastbound entrance ramp at the same location, also as a hook ramp. The Valley Way/Mission Boulevard and Byrne Road/Mission Boulevard intersections will be widened and reconfigured to accommodate future traffic volumes through the intersections. A new signal will be added at the Byrne Road/Mission Boulevard intersection.

Type of Project *(See list below)*

Reconfigure existing interchange

County	**Narrative Location/Route & Postmiles:** SR60/Valley Way Interchange 08-RIV-60-KP10.6/12.1(PM6.7/7.5)
Riverside	**Caltrans Projects – EA#** 463500

Lead Agency: County of Riverside

Contact Person	**Phone#**	**Fax#**	**Email**
John Marcinek	951 955 3726	951 955 3164	JMARCINE@rctlma.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ✓ **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

✓ **Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	8/03	11/05	6/06	11/07
End	10/05	4/07	6/07	10/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The State Route 60 eastbound exit ramp operates poorly and is expected to worsen due to increases in traffic volumes. The following information shows the eastbound exit ramp level of service results based upon the *SR60/Valley Way Interchange Traffic Technical Report,* dated August 2002. One factor that influences the operational characteristics of the eastbound exit ramp is the close proximity of the ramp terminal to the Valley Way/Mission Boulevard intersection. The ramp terminal is not signalized, so the flow of traffic from the ramp is governed by the level of service of the Valley Way/Mission Boulevard intersection, which is low during peak hours.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The project site is bordered by SR60 to the north and Mission Boulevard to the south. Commercial and residential buildings border the east and west edges. South of Mission Boulevard are more residential and commercial properties and smaller vacant parcels.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Eastbound ramp:
LOS C-D for Build and No Build, 3,800 (AADT), 5.9% (%Diesel Trucks), 316 (Truck AADT)

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Eastbound ramp:
LOS D-F for Build and No Build, 8,000 (AADT), 5.9% (% Diesel Trucks), 800 (Truck AADT)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Valley Way:
LOS E-F for Build and No Build, 7,400 (AADT), 5.9% (% Diesel Trucks), 610 (Truck AADT)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Valley Way:
LOS D-F for Build and No Build, 23,000 (AADT), 5.9% (% Diesel Trucks), 2,160 (Truck AADT)

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project will provide congestion relief and improve operations of the interchange by smoothing traffic flow and vehicle speeds. Additional turn pockets are provided on Mission Boulevard and Valley Way and the interchange ramps. These proposed improvements to the existing interchange are not expected to create or worsen $PM_{2.5}$ emissions.

Comments/Explanation/Details *(attach additional sheets as necessary)*

TYPE OF PROJECT:

New state highway	*Change to existing state highway*
New regionally significant street	*Change to existing regionally significant street*
New interchange	*Reconfigure existing interchange*
Intersection channelization	*Intersection signalization*
Roadway realignment	
Bus, rail, or inter-modal facility/terminal/transfer point	

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL By Axle 2	3	4	5+	% TRUCK AADT By Axle 2	3	4	5+	EAL 1-WAY (1000)	YEAR VER/ EST
060	08	SBD	R4.58	B	ONTARIO, JCT. RTE. 83	223000	27295	12.24	6862	2724	857	16852	25.14	9.98	3.14	61.74	6431	04E
060	08	SBD	R4.58	A	ONTARIO, JCT. RTE. 83	224000	27418	12.24	6893	2736	861	16928	25.14	9.98	3.14	61.74	6460	04E
060	08	SBD	R5.855	A	GROVE AVENUE	219000	26806	12.24	6739	2675	842	16550	25.14	9.98	3.14	61.74	6315	04V
060	08	RIV	R.491	B	JCT. RTE. 15	190000	27170	14.3	6640	2758	918	16854	24.44	10.15	3.38	62.03	6436	00E
060	08	RIV	R.491	A	JCT. RTE. 15	155000	24335	15.7	10342	1922	657	11413	42.5	7.9	2.7	46.9	4573	92V
060	08	RIV	R1.56	A	VAN BUREN BOULEVARD	125000	15125	12.1	8410	1558	696	4462	55.6	10.3	4.6	29.5	2079	84E
060	08	RIV	R3.03	B	MISSION BOULEVARD	136000	17680	13	9777	1715	866	5322	55.3	9.7	4.9	30.1	2463	84E
060	08	RIV	7.533	B	VALLEY WAY	120000	15600	13	8564	1529	811	4696	54.9	9.8	5.2	30.1	2180	84E
060	08	RIV	7.533	A	VALLEY WAY	126000	15120	12	9072	1467	771	3810	60	9.7	5.1	25.2	1880	84E
060	08	RIV	11.068	B	RIVERSIDE, CRESTMORE AVENUE	127000	13970	11	8368	2054	712	2836	59.9	14.7	5.1	20.3	1565	84E
060	08	RIV	R12.212	A	EAST JCT. RTE. 215	132000	13860	10.5	5960	832	416	6653	43	6	3	48	2642	96V
060	08	RIV	22.101	B	GILMAN SPRINGS ROAD	52000	8320	16	2080	333	333	5574	25	4	4	67	2075	91E
060	08	RIV	30.495	B	JCT. RTE. 10	45000	7335	16.3	1797	301	264	4973	24.5	4.1	3.6	67.8	1845	91V

Leg	Description	Truck AADT Total (By Axle) 3,4,5+	Truck AADT Total (By Axle) 4+	% Truck AADT (By Axle) 3,4,5+	% Truck AADT (By Axle) 4+
A	VAN BUREN BOULEVARD	6716	5158	5.4	4.1
B	MISSION BOULEVARD	7903	6188	5.8	4.6
B	VALLEY WAY	7036	5507	5.9	4.6
A	VALLEY WAY	6048	4581	4.8	3.6

RTIP ID# 46460

Project Description (clearly describe project)

The Riverside County Transportation Department (RCTD), in conjunction with the California Department of Transportation (Caltrans), and the Federal Highway Administration (FHWA), proposes to widen a 7.4 mile portion of SR 79 between Thompson Road and Domenigoni Parkway (PM R8.4/R15.8). The actual limits of construction would be between PM R10.4/R15.8. Caltrans is the lead agency under the California Environmental Quality Act (CEQA); FHWA is the lead agency under the National Environmental Policy Act (NEPA). RCTD is a responsible agency under CEQA. Project construction is funded by a combination of local, state, and federal funds.

SR 79 (known locally as Winchester Road) is a conventional highway and would be widened from two to four-lanes. The project includes measures to improve traffic flow on SR 79 including intersection improvements and signalization, and removing/revising private driveways. In addition to the No-Build Alternative, three Build Alternatives are under consideration. The Build Alternatives differ only in very minor alignment shifts that result in varying amounts of right of way required and effects on utility relocations. As such, for air quality analysis purposes, there is no difference between alternatives. This is an interim project to meet traffic needs through 2018. The intent is to provide a widened roadway with a 10-year life, until the ultimate project can be developed and funded.

Widening SR 79 from two to four lanes would result in four 3.6-m (12-ft) through lanes, a continuous 4.2-m (14-ft) paved and painted median and occasional left-turn lane, and shoulder widths varying from 2.4 m (8 ft) to 3.0 m (10 ft) (Figure 1.2-4). This results in a paved section varying between 23.4 m (77 ft) and 24.6 m (81 ft). The widening would provide sufficient space for double left-turn lanes at Scott Road/Washington Road, Holland Road, and Newport Road. Only a single left-turn lane would be striped initially until traffic requirements for the second left-turn lane are met. This ultimate configuration would provide four 3.6-m (12-ft) through lanes, two 3.6-m (12-ft) left-turn lanes with a 0.6-m (2-ft) buffer between the inside left-turn lane and opposing traffic, and a 3.6-m (12-ft) right-turn lane at intersection approaches and between 3.0-m (10-ft) and 2.4-m (8-ft) shoulders depending on the alternative and intersection location. The resulting paved sections at these locations would range from 30.6 m (100 ft) to 31.2 m (102 ft). The existing roadway would be repaved as part of the widening construction.

Type of Project *(use Table 1 on instruction sheet)*
Change to an existing state highway

County Riverside	**Narrative Location/Route & Postmiles:** State Route 79/ Postmile R8.5/R15.9 **Caltrans Projects – EA#** 464000

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Tony Louka	909-383-6385		Tony_louka@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**		**PS&E or Construction**	**Other**
	X			X		

Scheduled Date of Federal Action: FED approval 12-07

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	FY 04/05	FY 04/05	FY 07/08	FY 07/08
End	FY 07/08	FY 07/08	FY 07/08	FY 08/09

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Purpose - To provide an improved SR 79 between Thompson Road and Domenigoni Parkway that will increase capacity to facilitate the movement of people and goods for the planning year of 2018, enhance safety, and ensure consistency with other proposed improvements to SR 79.

The selected project alternative will:

- Relieve congestion
- Improve safety
- Provide consistency with other adjacent proposed improvements to SR 79

Need – The segment of SR 79 between Thompson Road and Domenigoni Parkway does not provide an adequate north-south transportation facility for the movement of people and goods.

Deficiencies include:

- Inadequate capacity to accommodate both local and regional travel demand with existing and projected growth
- Accident rate above statewide average for similar facilities
- Numerous direct access points onto SR 79 contribute to traffic conflicts
- Improvements to adjoining portions of SR 79 would exacerbate the existing deficiencies

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Current land use consists of a mixture of residential/commercial, open space, and agriculture. However, open space and agricultural uses are rapidly being displaced by residential/commercial and some light industrial uses. Existing and projected commuter traffic in this area, coupled with increasing intraregional travel as the area develops, are the primary traffic generators in the project vicinity and surrounding area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Traffic counts from 2002 are an ADT of 19,000 to 23,000. Based on the horizon year traffic forecasts, opening year (assumed to be 2008) volumes will be 29,000 to 35,000 depending on the location along the corridor (volumes are highest just south of Domenigoni). Existing trucks are 7 percent of daily traffic, which corresponds to 2,000 to 2,500 trucks per day in the opening year. Intersection LOS was not calculated for the opening year, but is expected to be no worse than LOS C for the Build scenario, given the operations for the horizon year (see below). No-build operations may degrade to LOS E or LOS F.

Table 1 presents the opening year Build and No Build LOS for intersections that would be influenced by the future configuration of SR79 between Thompson Road and Domenigoni Parkway in the year 2008. For all the intersections analyzed, except for Pourroy Road, the LOS would improve or would be the same for the Build Alternative when compared to the No Build Alternative. For the Build Alternative, all intersections analyzed would operate at the LOS D or better.

Table 1 - Opening Year Build and No Build LOS (2008 Peak LOS)

Intersection	Build LOS	No Build LOS
Thompson Road	D	F
Pourroy Road	C	B
Pourroy Road/Abelia Street	B	B
Keller Road	A	NA
Scott Road/Washington Road	C	E
Garbani Road	A	NA
Holland Road	C	NA
Construction Road	A	A
Newport Road	D	NA
Patton Road	B	NA
Domenigoni Parkway	C	C

NA = Not applicable, intersection would not be signalized under the no-build alternative.
Reference: CH2M HILL, Traffic Analysis for SR-79 from Thompson Road to Domenigoni Parkway, Technical Memorandum, June 21, 2005.

Table 2 presents the vehicle and truck AADT for a section of SR79 that would include the proposed Project

Table 2 - AADT for Year 2002

Location	Traffic AADT	Truck AADT
Thompson to Algarve	19,000	1,330
Algarve to Pourroy	19,000	1,330
Pourroy to Keller	19,000	1,330
Keller to Scott	19,000	1,330
Scott to Garbani	22,000	1,540
Garbani to Holland	22,000	1,540
Holland to Construction	23,000	1,610
Construction to Newport	23,000	1,610
Newport to Patton	23,000	1,610
Patton to Domenigoni	23,000	1,610

Source: "Caltrans District 8 On-Call Traffic Analysis, Task Order 4, SR 79 from Domenigoni Parkway to Hunter Road, Riverside County," TransCore and Parsons Brinckerhoff Quade & Douglas, August 2002

Truck AADT = 7%

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The analysis horizon year is 2018 (10-year facility). Forecast peak hour volumes are 1,700 to 2,000 (AM northbound) and 2,100 to 2,500 (PM southbound). Based on an estimated k-factor of 9 percent, the facility AADT is 46,000 to 56,000 vehicles/day. Level of service was analyzed for intersections, with expected Build LOS of A to D for individual intersections (LOS D at Thompson Road, Holland Road, East Newport Road, and Domenigoni Parkway). For the No Build, these intersections would operate at LOS F with only one through lane in each direction. Existing trucks are 7 percent of total traffic, which corresponds to 3,000 to 4,000 trucks per day in the analysis horizon year.

Table 3 presents the opening year Build and No Build LOS for intersections that would be influenced by the future configuration of SR79 between Thompson Road and Domenigoni Parkway. For all the intersections analyzed, the LOS would improve or would be the same for the Build Alternative when compared to the No Build Alternative. For the Build Alternative, all intersections analyzed would operate at the LOS D or better for the ten-year life of the project (2008 through 2018).

Table 3 – Horizon Year Build and No Build LOS (2018 Peak LOS)

Intersection	Build LOS	No Build LOS
Thompson Road	E	F
Pourroy Road	B	D
Pourroy Road/Abelia Street	C	C
Keller Road	A	NA
Scott Road/Washington Road	D	F
Garbani Road	B	NA
Holland Road	D	NA
Construction Road	A	A
Newport Road	D	NA
Patton Road	C	NA
Domenigoni Parkway	C	C

NA = Not applicable, intersection would not be signalized under the no-build alternative.
Reference: CH2M HILL, Traffic Analysis for SR-79 from Thompson Road to Domenigoni Parkway, Technical Memorandum, June 21, 2005.

Table 4 presents the vehicle and truck AADT for a section of SR79 that would include the proposed Project.

Table 4 – AADT For Year 2018

Location	Traffic AADT	Truck AADT
Thompson to Algarve	46,000	3,200
Algarve to Pourroy	46,000	3,200
Pourroy to Keller	46,000	3,200
Keller to Scott	46,000	3,200
Scott to Garbani	53,000	3,700
Garbani to Holland	53,000	3,700
Holland to Construction	53,000	3,700
Construction to Newport	56,000	4,000
Newport to Patton	56,000	4,000
Patton to Domenigoni	56,000	4,000

Source: "Caltrans District 8 On-Call Traffic Analysis, Task Order 4, SR 79 from Domenigoni Parkway to Hunter Road, Riverside County," TransCore and Parsons Brinckerhoff Quade & Douglas, August 2002

Truck AADT = 7%

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable to this project

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable to this project

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

SR 79 is the only continuous north-south facility east of I-215 and west of the San Jacinto Mountains in rapidly growing southwestern Riverside County. SR 79 also links I-215 to I-10 in Beaumont. The proposed project would have little effect on traffic redistribution on other transportation facilities; however, it will provide for improved north-south traffic flow within the project limits.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed Project is intended improve traffic flow and reduce congestion in the area and the project is located in an area designated nonattainment for both PM_{10} and $PM_{2.5}$. However, the proposed project would not be a project of air quality concern per 40 CFR 93.123(b)(1)(i) and (ii), for the following reasons:

1. The proposed project is not a new highway or expressway that serves a significant volume of diesel truck traffic. As shown above, the AADT would be less than 125,000 and the truck AADT would be less than 8% (7%) of the total AADT.
2. The project does not include highway facility improvements to connect a highway to a major freight, bus, or intermodal terminal.
3. The project would not affect a congested intersection that has a significant increase in the number of diesel trucks. As shown above, the LOS for intersections affected by the project will improve compared to the No Build scenario.
4. The project would not involve a significant increase in the number of diesel transit buses or diesel trucks.

Per 40 CFR 93.123(b)(1)(i), the project should be considered "not of air quality concern" because the project is intended to serve mainly gasoline fueled vehicles and improves LOS at congested intersections.

RTIP ID# *(required)* SBD200048

Project Description *(clearly describe project)*

The proposed project would widen Base Line Road from four to six lanes between Etiwanda Avenue and Americana Way, and widen East Avenue from two to four lanes between Chateau Drive and Day Canyon Drive.

The southbound and northbound I-15 off-ramps at Base Line Road would be realigned and widened from one to three lanes at the terminus of Base Line Road. The northbound on-ramp would be widened from one to two lanes. The southbound on-ramp would be realigned and widened past the pedestrian crossing to two mixed flow lanes, plus one High Occupancy Vehicle (HOV) preferential lane.

The Etiwanda Overhead Bridge, located 350 meters (1,148 feet) north of Base Line Road would be widened to accommodate the new auxiliary lanes for the northbound entrance ramps from Base Line Road. In addition to the Etiwanda Bridge, the following bridges are provided as part of the proposed project:

- The East Avenue Northbound Exit Ramp Undercrossing Bridge is provided for the northbound exit ramp crossing over East Avenue south of Base Line Road.
- The East Avenue Southbound Exit Ramp Undercrossing Bridge located for the southbound exit ramp crossing over East Avenue north of Base Line Road.
- Base Line Road Southbound Entrance Ramp Undercrossing Bridge for the southbound loop entrance ramp is located just west of East Avenue and crosses over Base Line Road.
- Base Line Road Northbound Entrance Ramp Undercrossing Bridge for the northbound loop entrance ramp for alternative two only, is located just east of East Avenue and the I-15 freeway and crosses over Base Line Road.

As currently proposed the project would require acquisition of right-of-way within all 4 quadrants of the interchange.

The proposed project limits, including improvements, construction staging and construction signage, extend from the I-15 Centerline 1,400 meters (4,600 feet) southwest of Base Line Road (Sta. 103 + 60) to 1,400 meters (4,600 feet) northeast of Base Line Road and a maximum width of 125 meters (410 feet) across the I-15 freeway south and north of the interchange.

Along Base Line Road, the project limits extend 700 meters (2,300 feet) west of East Avenue (just west of Etiwanda Avenue) to 700 meters (2,300 feet) east of East Avenue (just east of Americana Way) and a width of 125 meters (410 feet) across Base Line Road.

Along East Avenue, the project limits extend 600 meters (1,970 feet) north and south of Base Line Road.

The proposed project will also include construction of retaining walls, ramp lighting, ramp metering, concrete curbs, and gutters for drainage, sidewalks, concrete barriers and guardrails.

Type of Project *(use Table 1 on instruction sheet)*

Reconfigure existing interchange.

County	**Narrative Location/Route & Postmiles** I-15 P.M. 6.3 – 7.1 (0.8 miles)
San Bernardino	**Caltrans Projects – EA#** 497100

Lead Agency: Rancho Cucamonga

Contact Person	**Phone#**	**Fax#**	**Email**
Jon Gillespie	909-477-2740		jgillespie@ci.rancho-cucamonga.ca.us

Hot Spot Pollutant of Concern *(**Check one or both**)* **PM2.5** x **PM10** x

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

CATEGORICAL EXCLUSION (NEPA)	x EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	OTHER

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	ENG	ROW	CON
Start	Oct 2006	Jan 2005	Nov 2008	Jun 2010
End	Oct 2008	May 2010	May 2010	Dec 2011

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Project Purpose

The purpose of the project is to: 1) alleviate existing and future traffic congestion at the I-15/Base Line Road ramps during peak hours; 2) accommodate the future projected increase in traffic, including truck traffic, due to rapid population and development growth in the Cities of Rancho Cucamonga and Fontana; 3) alleviate the unsatisfactory conditions associated with the interchange configuration, specifically the intersection of Base Line Road and East Avenue (East Avenue bisects the existing diamond interchange between the northbound and southbound ramps); and 4) increase storage space for left-turning vehicles at Base Line Road and the I-15 ramps.

Project Need

The Base Line Road/I-15 interchange is currently experiencing substantial traffic congestion and delays and the interchange is operating at an unacceptable level of service (LOS) during peak hours. The Cities of Rancho Cucamonga and Fontana are experiencing rapid growth in population and there has been a substantial amount of residential and commercial development in the project area. Therefore, it is anticipated that traffic congestion and delays at the interchange will continue to deteriorate over time.

The primary operational deficiency associated with the existing interchange configuration is the intersection of Base Line Road and East Avenue bisecting the diamond interchange between the southbound and the northbound I-15 ramps. In addition, the existing dual left turn lanes from Base Line Road to the southbound and northbound I-15 ramps do not have sufficient storage capacity to accommodate the volume of left-turning vehicles during peak hours. Therefore, the interchange will need to be improved in order to operate at an acceptable LOS in the future.

The I-15/Base Line Road interchange improvement project does not include improvements to the freeway mainline. Currently, the San Bernardino Associated Governments (SANBAG) is working on a corridor study for the I-15 mainline, which will address forecast operational deficiencies on the freeway mainline.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The existing land uses within the vicinity of the project interchange include single family residences and commercial structures. There are no large generators of diesel truck traffic within the project area.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
LOS D/D, Total AADT = 174,800*, Truck AADT = 23,250* (13.3%), Year 2010, Along I-15

* These traffic volumes apply to both the No Build and Build Alternatives.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
LOS F/F, Total AADT = 229,800*, Truck AADT = 30,550* (13.3%), Year 2030, Along I-15

* These traffic volumes apply to both the No Build and Build Alternatives.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Base Line Road
No Build: LOS E/F, Total AADT = 26,600, Truck AADT = 1,383 (5.3%), Year 2010
Build: LOS C/C, Total AADT = 26,600, Truck AADT = 1,383 (5.3%), Year 2010

East Avenue
No Build: LOS E/F, Total AADT = 7,100, Truck AADT = 234 (3.3%), Year 2010
Build: LOS C/C, Total AADT = 7,100, Truck AADT = 234 (3.3%), Year 2010

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Base Line Road
No Build: LOS F/F, Total AADT = 42,900, Truck AADT = 4,462 (10.4%), Year 2030
Build: LOS C/D, Total AADT = 42,900, Truck AADT = 4,462 (10.4%), Year 2030

East Avenue
No Build: LOS F/F, Total AADT = 11,200, Truck AADT = 930 (8.3%), Year 2030
Build: LOS C/D, Total AADT = 11,200, Truck AADT = 930 (8.3%), Year 2030

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
See attached analysis

Comments/Explanation/Details *(attach additional sheets as necessary)*
See attached analysis

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal PM2.5 and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project. The proposed project is an interchange reconstruction project that does not increase the capacity of I-15. This type of project improves freeway interchange operations by reducing traffic congestion and improving merge operations. Based on the *Traffic Analysis* (LSA Associates, Inc., October 2006), the proposed project would increase the capacity of Base Line Road and East Avenue. However, the traffic volumes along Base Line Road and East Avenue would not exceed the 125,000 average daily trips threshold for a POAQC. Although the total truck percentages along Base Line Road and East Avenue would exceed the eight percent threshold the total truck AADTs would not exceed the 10,000 vehicle threshold for POAQC. In addition, the proposed project would not increase the traffic volumes along the roadways within the project vicinity. The future traffic volumes along Baseline Road and East Avenue are shown in Table A.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables B, C, and D.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Table A: 2030 Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	Without Project Traffic Volumes	Alternative 2 Traffic Volumes	Alternative 4 Traffic Volumes
Base Line Road between Etiwanda Avenue and Southbound Ramps	31,200 / 3,345	31,200 / 3,345	31,200 / 3,345
Base Line Road between Southbound Ramps and East Avenue	38,100 / 3,962	38,100 / 3,962	38,100 / 3,962
Base Line Road Between East Avenue and Northbound Ramps	42,900 / 4,462	42,900 / 4,462	42,900 / 4,462
Base Line Road between Northbound Ramps and Americana Way	38,600 / 4,014	38,600 / 4,014	38,600 / 4,014
East Avenue North of Baseline Road	11,200 / 930	11,200 / 930	11,200 / 930
East Avenue South of Baseline Road	10,900 / 905	10,900 / 905	10,900 / 905

Source: LSA Associates, Inc., October 2006.

Table B: 2030 without Project Intersection Levels of Service

Intersection		A.M. Peak Hour			P.M. Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1.	I-15 Southbound Ramps/Base Line Road	2.14	>100	F	1.22	>100	F
2.	East Avenue/Base Line Road	2.24	>100	F	1.94	>100	F
3.	I-15 Northbound Ramps/Base Line Road	0.91	>100	F	1.50	95.9	F
4.	Americana Way/Base Line Road	0.69	21.1	C	0.88	19.6	B

Notes:
V/C = Volume/Capacity Ratio
LOS = Level of Service

Table C: 2030 with Proposed Project (Alternative 2) Intersection Levels of Service

Intersection		A.M. Peak Hour			P.M. Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1.	I-15 Southbound Ramps/Base Line Road	0.66	15.2	B	0.48	9.3	A
2.	East Avenue/Base Line Road	0.93	31.2	C	0.86	38.0	D
3.	I-15 Northbound Ramps/Base Line Road	0.46	15.2	B	0.77	21.8	C
4.	Americana Way/Base Line Road	0.77	22.6	C	0.80	20.0	B

Notes:
V/C = Volume/Capacity Ratio
LOS = Level of Service

Table D: 2030 with Proposed Project (Alternative 2E) Intersection Levels of Service

Intersection		A.M. Peak Hour			P.M. Peak Hour		
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1.	I-15 Southbound Ramps/Base Line Road	0.65	16.2	B	0.58	11.4	B
2.	East Avenue/Base Line Road	0.71	27.8	C	0.70	25.2	C
3.	I-15 Northbound Ramps/Base Line Road	0.61	25.3	C	0.98	35.2	D
4.	Americana Way/Base Line Road	0.66	21.6	C	0.92	28.7	C

Notes:
V/C = Volume/Capacity Ratio
LOS = Level of Service

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

RTIP ID# *(required)* LAOB7234

Project Description *(clearly describe project)*
Widen the existing Overland Avenue Overcrossing (Bridge No. 53-1616) at I-10 Santa Monica Freeway in the City of Los Angeles. The widening would allow one additional through lane in the northbound direction on Overland Avenue between National Boulevard / National Place and National Boulevard / I-10 westbound ramps.

Type of Project *(use Table 1 on instruction sheet)*
Change to Existing Regionally Significant Street

County	**Narrative Location/Route & Postmiles** I-10 at Overland Avenue O.C., PM R6.4 / R6.5
Los Angeles	**Caltrans Projects – EA#** 20320

Lead Agency: City of Los Angeles

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	(213) 897-6117	(213) 897- 1634	Andrew.yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** X **PM10** X

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: March 2007

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	12/03	6/04	6/04	6/07
End	1/06	3/07	2/07	6/09

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Overland Avenue functions as a gateway to West Regions of Los Angeles and is an integral part of the Smart Corridor System. This project segment of Overland Avenue is vital to the City of Los Angeles' planning efforts and will provide economic benefit and growth for the West Los Angeles. Currently, the northbound traffic on the existing overcrossing experience queuing problems that extend across the intersection of the westbound and eastbound ramps to I-10, resulting in severe congestion and delay at this location.

Overland avenue provides direct freeway access to and from fox Studios, West Pavilion Mall, Westwood, Century City and the Sony Studios on Culver City. There is traffic congestion on the Overland Avenue overcrossing during peak hours. In addition, with the anticipated Fox Studios, Sony Studios, University of California, Los Angeles (UCLA) Long Range Development Plans and Constellation Place development projects, the congestion and delay on the Overland Avenue overcrossing will continue to worsen. Recently, the City of Los Angeles has been implementing Neighborhood Traffic Management measures, particularly along Motor Avenue, to discourage neighborhood intrusion traffic into Cheviot Hills. One identified countermeasure to discourage neighborhood intrusion traffic into Cheviot Hills was to encourage the use of Overland Avenue, in lieu of Motor Avenue. This would be accomplished by adding additional capacity on the Overland Avenue Overcrossing over the I-10 Freeway, making the facility more attractive to motorist. Therefore the proposed Overland Avenue overcrossing improvements would help alleviate the neighborhood intrusion traffic problem.

Tables included with this analysis show projected volumes in the opening and design years along Overland Ave. The results of the intersection capacity calculations indicate that not only are traffic demands expected to increase, but congestion is also projected to increase significantly if no improvements are made to the corridor.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Overland Avenue lies within the City of Los Angeles, and crosses over the I-10 Santa Monica Freeway. Immediately north of the the I-10 Freeway, the land use includes a public park/library and private school. However, the predominant land uses north of the freeway are single family homes and commercial development at major intersections. South of the I-10 Freeway to Palms Boulevard, the land uses are predominantly multi-family dwelling units with local retail facilities at the intersections. South of Palms Boulevard, the land use is mix of commercial and multi-family dwelling units.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Overland Ave @ I-10	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	17,490 / D	730	18,710 / C	780
- Southbound	24,520 / D	1,120	25,450 / C	1,160

*LOS at the intersection of Overland Ave with National Bl/National Pl regardless of traffic directions during PM.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Overland Ave @ I-10	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	21,930 / F	830	23,450 / C	890
- Southbound	27,720 / F	1,130	29,480 / C	1,200

*LOS at the intersection of Overland Ave with National Bl/National Pl regardless of traffic directions during PM.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The additional northbound lane will improve the operation of the interchange by alleviating the weaving that currently occurs between traffic trying to access or exit the freeway and the local traffic proceeding northbound on Overland Avenue. Essentially, the project will improve the operation of the interchange by removing the bottleneck that occurs on the Overcrossing and no redistribution of traffic will occur.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project proposes to improve traffic operations along the NB Overland Ave by adding a through movement. This project should be determined as not a project of air quality concern based on the low or virtually no increase in diesel truck volumes anticipated in the future years when the alternatives are compared.

RTIP ID# *(required)* LA960142

Project Description *(clearly describe project)*
The project consists of two phases. Phase I includes widening of Lindero Canyon Road from Agoura Road to Via Colinas in the City of Westlake Village, median reconstruction, re-striping of Lindero Canyon Road (from 2 to 3 lanes), and construction of a bike path. Phase II of the project includes widening of the southbound Lindero Canyon Road on-ramp to northbound US 101 (Ramp G-6) within the Caltrans right-of-way, extension of an existing auxiliary lane of approximately 365 meters in length between the termini of Ramps G-6 and G-3. The Phase 2 work has been taken up first followed by Phase 1.

Type of Project *(use Table 1 on instruction sheet)*

Reconfigure existing interchange.

County	**Narrative Location/Route & Postmiles**
LA	In Westlake at Lindero Canyon Road/Route 101/ PM 37.54 to 38.24. (Adopted 2006 RTIP Project ID # LA960142) **Caltrans Projects – EA#** 120161

Lead Agency: City of Westlake Village

Contact Person	**Phone#**	**Fax#**	**Email**
Gary Hansen	805-653-6597	805-643-0791	ghansen@willdan.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** √ **PM10** √

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	√ **FONSI or Final EIS** Supplemental	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	9/97	6/04	9/05	3/07
End	2/01	11/06	11/06	12/07

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The reconstruction and widening of portions of Lindero Canyon Road and Ramp G-6 is generated by the projected Year 2030 traffic conditions. Level of Service F conditions are forecasted without the project. The widening improves conditions to LOS D.

The extension of the auxiliary lane is to enhance traffic flow and improve public safety. This extension will allow traffic entering the northbound mainline Route 101 freeway more time to merge into the through lanes.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Multi-family residential, hotels, office buildings, restaurants, golf course and cemetery.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Lindero Canyon Road North of Route 101, Year 2008

	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	27,300/C	1,260	28,700/B	1,320
- Southbound	25,700/C	1,180	27,000/B	1,240

Northbound Diagonal On-Ramp, Year 2008

	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	9,800/A	450	10,300/A	470

Northbound Loop On-Ramp, Year 2008

	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	5,000/A	230	5,300/A	240

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Lindero Canyon Road North of Route 101, Year 2030

	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	33,800/F	1,550	35,600/D	1,640
- Southbound	31,800/F	1,460	33,500/D	1,540

Northbound Diagonal On-Ramp, Year 2030

	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	12,200/A	560	12,800/A	590

Northbound Loop On-Ramp, Year 2030

	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	6,300/A	290	6,600/A	300

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Northbound Route 101, Year 2008

	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	90,900/C	4,180	95,700/C	4,400

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Northbound Route 101

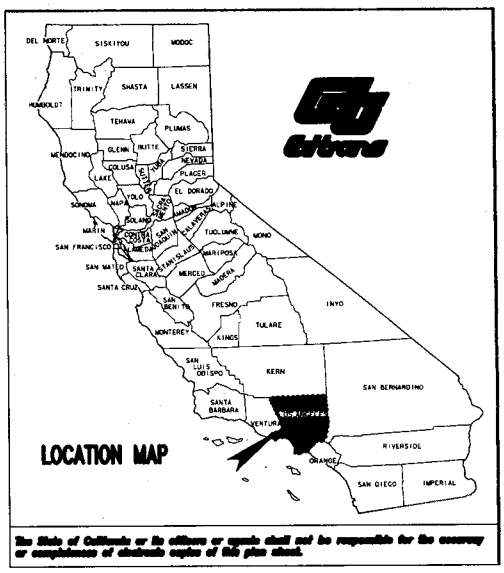
	No-Build		Build	
	AADT / LOS	Truck AADT	AADT / LOS	Truck AADT
- Northbound	140,900/F	6,480	148,300/F	6,820

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

By increasing capacity at the Lindero Canyon Road interchange, future traffic volume increases at the existing substandard interchange to the south (Reyes Adobe Road) would be minimized.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This project is identified as a TCM in the RTIP and timely implementation of TCM projects are crucial in providing future emissions reduction. Based on the relatively low volume of trucks and the operational improvements in LOS in the future with the project (as compared to the no build LOS), it should be determined that this project is not a POQAC.



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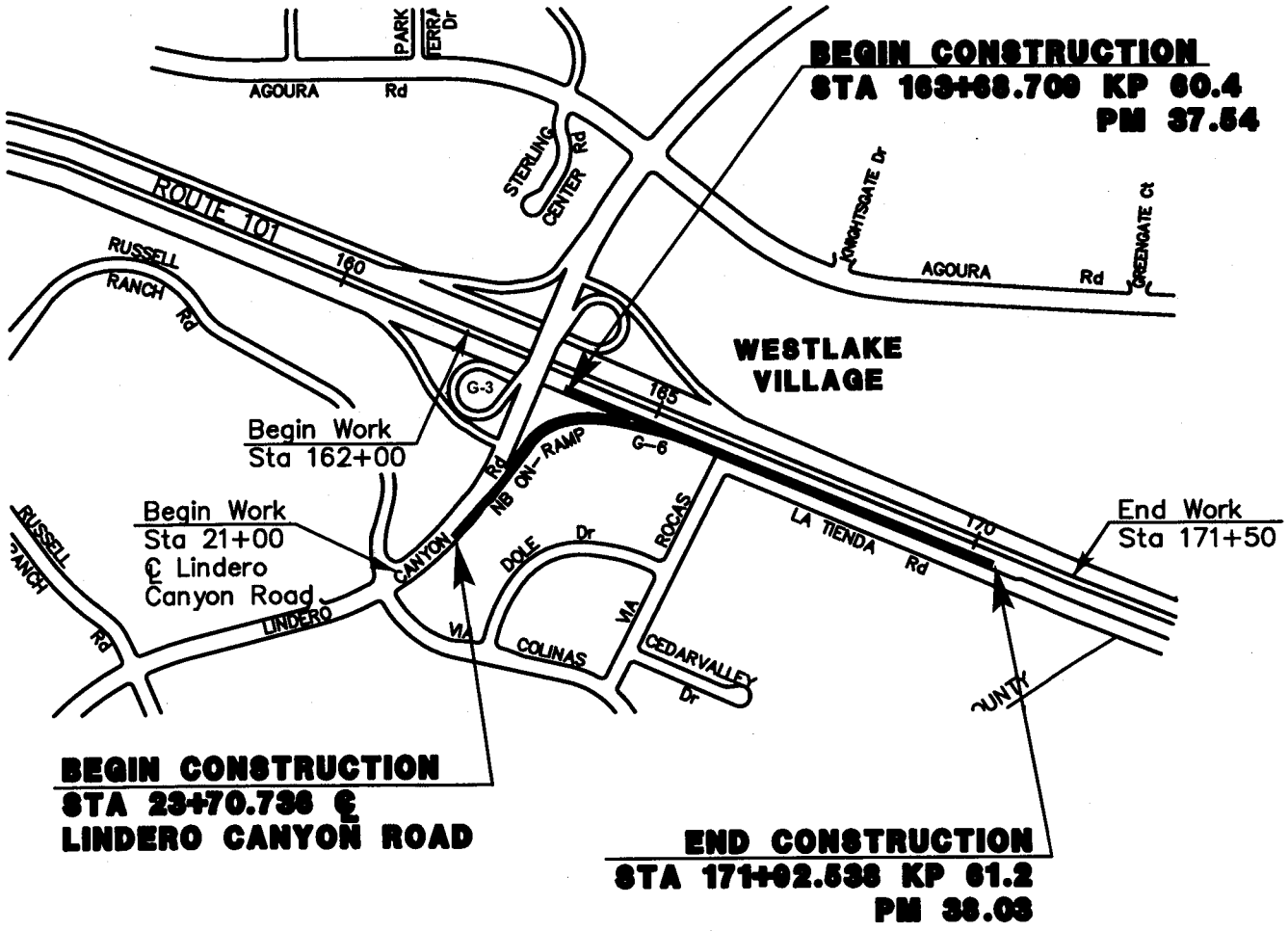

LOCATION MAP

APPENDIX A.1